Kootenay – Region 4

Transportation Task Force

FREEDOM TO MOVE

TRANSPORTATION TASK FORCE RECOMMENDATIONS

TABLE OF CONTENTS

EXECUTIVE SUMMARY i

1.0 INTRODUCTION 1

2.0 OBJECTIVE OF THE REGIONAL TRANSPORTATION PLAN 4

3.0 PROCESS USED TO DEVELOP STRATEGIC TRANSPORTATION PLAN. 5

4.0 TRANSPORTATION ISSUES 10

4.1 Projects Reviewed in the 1989 Regional Transportation Planning Process. 11
4.2 Highways. 14
4.3 Air Transportation. 27
4.4 Rail Transportation 31
4.5 Inland Ferry Transportation 39
4.6 Transit 41

5.0 POLICY INITIATIVES 43

6.0 CONCLUSION 62

7.0 APPENDIX

List of Submissions Received 63

EXECUTIVE SUMMARY

The 1989 "Freedom to Move" program in the Kootenay Development Region involved the review of 138 submissions resulting in the compilation of 66 highway priorities, 12 policy proposals, and 13 recommendations on issues involving inland ferries, railways, air access and transit.

The transportation mode which received the greatest input has been that of "highways".

The foremost highway priority in Region #4 is the upgrading of Highway 3. The Task Force has reviewed this highway in detail and has included 21 - Highway 3 projects in its Group "A" or 0-5 Year Project List.

The Task Force wishes to emphasize that the major issues involved in the upgrading of Highway 3 are the addition of passing lanes due to the high volume of heavy truck traffic, bridge widening and alignment improvements.

Three new routes were examined by the Transportation Task Force. The Task Force recommends feasibility studies be undertaken on: 1) the Jumbo Pass, between Highway 95 and Highway 31; 2) the proposed extension of Highway 23 between Castlegar and Fauquier on the east side of the Lower Arrow Lake; and 3) the proposed extension of Highway 43 into Alberta.

The most prominent inland ferry issue is the Robson Ferry, which was taken out of service in April 1988, following the Inland Ferry Review. Residents of Castlegar, specifically, responded to the invitations of the Transportation Task Force with petitions and historical data supporting the reinstatement of the Ministry of Transportation and Highways ferry. However, after considerable deliberations over the course of a number of meetings, the Task Force determined that within the context of regional transportation priorities, should be considered a local issue.

Major airport issues included requests for Microwave Landing Systems, night lighting and improved runway facilities.

In submissions from community airstrips mention was made of how improved airport facilities enhanced the tourism potential of an isolated community.

The issue of rail abandonment was raised at nearly all of the seven public hearings.

A previous application for rail abandonment of CP Rail's Boundary Subdivision from Robson West to Midway, and the subsequent threat of losing rail service in Region #4, has created much public concern in those areas where elimination of rail service appears most imminent.

A total of four submissions were presented to the Task Force concerning transit and two recommendations have been made on this issue.

1.0 INTRODUCTION

The Kootenay Development Region covers 6.7 percent of the Province's total area and consists of 29,300 square miles ranking seventh in size among the eight development regions. Nestled in the southeast corner of the Province, this Region supports a population of approximately 130,000.

The Region consists of three regional districts. They are the Kootenay Boundary Regional District in the west, the Regional District of Central Kootenay serving the Castlegar, Nelson and Creston areas and East Kootenay Regional District whose central office is at Cranbrook.

The Region is characterized by a series of north-south trending valleys separated by high mountain ranges. Both the Columbia River and the Kootenay River originate in the eastern part of the Region. The two rivers almost meet at Canal Flats, site of a short-lived riverboat canal. The two rivers re-enter the western part of the Region and meet at Castlegar.

A number of large lakes cover extensive sections of the Region. These are the Kootenay, Arrow, Slocan, Duncan and Koocanusa Lakes. The east-west valley joining the Arrow and Kootenay systems provided an historic transportation link and settlement pattern.

These river and lake systems provide an important source of hydro-electric power in the Kootenays.

Topography and climate seriously limit agricultural activity. The largest development is at the south end of Kootenay Lake where a fertile flood plain supports intensive farming. Fruit and vegetable crops are also grown at Grand Forks. Elsewhere, the emphasis is on cattle ranching, where valley bottoms provide hay or grain crops and lightly forested benches offer good grazing.

The economy of the Kootenay Region remains heavily focussed on natural resource extraction and processing, although the tourism industry is also playing an increasingly important role.

The Grand Forks-Greenwood economy is based on the forest industry, followed by agriculture and mining.

In Trail-Rossland the huge Cominco non-ferrous smelter complex accounts for most of the area's employment either directly or indirectly.

In the Arrow Lakes area the forest industries predominate, with virtually all of the timber harvested moving south to the pulp-sawmill complex at Castlegar. Forestry remains the largest primary industry in the Nelson area despite recent closures. The City of Nelson also provides many tertiary sector jobs in its role as a major regional commercial and administrative centre. The Creston area enjoys a well-balanced economy based on forestry, manufacturing and tourism and a wide variety of agricultural enterprises.

A broad economic base is prevalent in the Cranbrook-Kimberley area, with major activities including farming, logging and sawmilling as well as the pulp mill at Skookumchuk. In Kimberley, Cominco's Sullivan Mine remains a major employer although its workforce has decreased significantly over the last several years. Cranbrook serves as a major regional centre for trade, commercial services, transportation and government services. Further north in the Columbia Valley, the economy is based on logging, sawmilling, ranching, mining and the tourism industry, which has been the major source of recent growth in the area. In the Elk Valley, coal mining is the dominant activity and a high percentage of secondary and tertiary employment is dependent upon the extraction of its vast coal resources.

The relative importance of various industrial sectors is revealed by the employment pattern. In 1986, the regional labour force was 59,835 or 4.2 percent of the provincial total. The composition was as follows: primary 16.9 percent; trade 14.9 percent; manufacturing 14.4 percent; transportation/ communication/other utility industries 7.4 percent; government services 5.2 percent; construction 5.3 percent; finance/ insurance/real estate 3.7 percent; and other services 32.2 percent.

In comparison with the provincial average, the primary and manufacturing sectors absorb a larger percentage of the labour force in the Kootenay Region.

The Kootenay Region holds great potential for both the expansion and increased diversification of its economic base. Cominco is considering an expansion of its zinc smelting capacity in Trail, a project which would have a capital cost of

$130M creating 100 operating jobs as well as 650 man-years of employment during construction. Celgar Pulp Company's (Celgar) pulp mill in Castlegar may undergo a $600M expansion to take advantage of available wood residue in the Region. The retrofitting of the Keenleyside Dam with hydro-electric generating turbines, in association with the construction of the Murphy Creek Dam, could potentially require 5,500 man-years during construction and create roughly 25 new jobs. The industrial infrastructure in the Kimberley area, including an abundance of power, water and natural gas, could serve as an attraction to future manufacturing operations.

Low sulphur coal in the Elk Valley could be used to fuel thermal generating plants. In addition, the increased attention by the forest industry to value-added manufacturing activities will inevitably result in additional processing operations.

With its spectacular scenery and varied cultural history, the Kootenay Region offers visitors many activities to choose from, with the key tourism products being touring and outdoor/sport/adventure. In 1987, 67 percent of non-resident visitors to the western portion of the Region and 63 percent of those to the eastern portion cited touring as their main purpose. The area offers several touring opportunities linking communities within the Region.

Second only to the touring product, the outdoor/ sport/adventure product not only attracts other markets to the Region, but also provides the touring market with activities. In 1987, 41 percent of non-resident visitors to the western portion of the Region and 49 percent to the eastern portion cited wilderness or outdoor activities as their main purpose.

As is the case for the Region's other economic sectors, the future growth of the tourism industry is largely dependant on the development of an enhanced transportation infrastructure in the Kootenay Region. Improvements to regional highways, airports, railways and marine services are critical limiting factors to the continued expansion and economic diversification in the Kootenay Development Region.

2.0 OBJECTIVE OF REGIONAL TRANSPORTATION PLAN

In November 1988, the Honourable Neil Vant, Minister of Transportation and Highways, issued to British Columbians a challenge to be part of a planning process. The planning process would develop a transportation network for the Province.

The Province of British Columbia Strategic Transportation Plan 1990-2000, as it will be called, will determine how best to direct future resources - both public and private - in building transportation systems that will take British Columbia into the next century as an active trader in international markets, where efficient transportation networks play an integral role in the Province's economy.

The wear and tear of daily use and weather have taken their toll on bridges, roads airports, railways and marine facilities in the Province. A balanced and comprehensive plan will allow for replacing, rebuilding, expanding and improving facilities as it becomes necessary.

Under the auspices of the Minister of State, regional transportation planning committees were formed in each of the eight development regions and charged with the responsibility of preparing regional transportation plans with the following objectives:

1. to determine the present and future transportation needs and priorities of each region;

2. to analyse issues and provide support documentation for recommended improvements;

   to recommend to government a transportation plan that included short and long-term directions.

Transportation modes of air, coastal marine, ferry, highways, ports, rail and transit were to be considered in the review. The overall goal was to produce, at a regional level, a report that would identify to the Minister of State transportation priorities and initiatives. The report would also form a part of the provincial strategic planning process.

The regional transportation plans are to reflect the views of the Region and its residents. Community input formed an integral part of the process.

3.0 PROCESS USED TO DEVELOP STRATEGIC TRANSPORTATION PLAN

The "Freedom to Move" program was preceded by the formation of three transportation-related task forces in 1988 which were the Air Access, Highways and Railways Task Forces. Members were either elected by the regional association of which they were a member, or volunteered their membership when their association or municipality was invited to send representation to sit on the task forces.

Data and submissions were collected from residents, municipalities, regional districts, private industry and airport societies during the 1988 review by the three different task forces.

By October 1988, the task forces had submitted a number of priorities to the Minister of State for Thompson-Okanagan and Kootenays, the Honourable Howard Dirks. Later, these priorities were reviewed by the Minister of Transportation and Highways, the Honourable Neil Vant, and major issues such as the Slocan Bluffs were included in the Ministry's annual plan for 1989-1990.

Submissions received by the three task forces during 1988 have been incorporated into the final analysis of this year's review.

In the fall of 1988, the membership of the three task forces was consolidated into one regional Transportation Task Force.

Members of the 1989 Transportation Task Force include:

Mayor Jack White, Elkford, Chairman
Mr. Marten Kruysse, Trail, Co-Chairman
Mayor Arno Hennig, Greenwood
Mr. Bill Strookoff, Grand Forks
Mrs. Midge Brandow, Grand Forks
Mr. Don Vockeroth, Rossland
Mayor Marc Marcolin, Trail
Mayor Audrey Moore, Castlegar
Mr. Harry Stan, Castlegar
Mr. Roy Shields, Nelson

Mayor Jack Morris, Kaslo
Mr. Neil Surgenor, Nakusp
Alderwoman Jean Patterson, Slocan
Mayor Randolph Harding, Silverton
Alderman Paul Peterson, New Denver
Mr. Elvin Masuch, Creston
Mayor Lela Irvine, Creston
Mr. Wayne T. Choquette, Yahk
Mayor Rick Jensen, Cranbrook
Mr. James Gormley, Cranbrook
Mr. Stan Cuthill, Kimberley
Mayor Jim Ogilvie, Kimberley
Alderwoman Maureen Herbert, Fernie
Mayor Toto Miller, Sparwood
Mr. Don Steedman, Radium Hot Springs
Alderman Buzz Harmsworth, Invermere
Mr. Brian McMahon, Fairmont Hot Springs

The 1989 "Freedom to Move" program began with a series of public hearings in April. These hearings were advertised in newspapers and on radio stations so that the public would be well-informed of the opportunity to provide its views on major transportation concerns of the Region. In addition, letters requesting input were forwarded to local government, industries and other members of the regional community who previously had submitted comments in 1988.

As a result of the extensive groundwork completed by the Highways Task Force in 1988, attendance at public hearings was low during the 1989 review. Municipalities and industries wrote letters asking that previous briefs submitted to the Task Force be once again considered.

Seven public hearings were held throughout the month of April, 1989.

Invermere

The first public hearing was at Invermere on April 3, 1989. There were five present at the hearing and major issues included the Toby Creek Road, congestion along Highway 95 between Radium and Invermere, and

congestion along Highway 93, through the Kootenay National Park. Also, presenters commented on rumours heard that heavy truck traffic would soon be restricted from travelling on Highway 93. The Ministry of Transportation and Highways later explained that this road is under federal jurisdiction but it was their understanding that restrictions would not be placed on heavy truck traffic travelling on Highway 93.

Cranbrook

Approximately 15 attended this public hearing on April 4, 1989. Major issues included restrictions on truck lengths and the over-construction of resource roads in wilderness areas.

Sparwood

The major issues at the Sparwood hearing held on April 5, 1989 were the proposed extension of Highway 43 and the upgrading of Highway 3. Over 20 attended this meeting and the Economic Benefit Study on Highway 43 was distributed. This study, conducted by Nova Corp, projected the economic impacts Highway 43 would have on the eastern Kootenay communities.

Creston

A total of 11 submissions came from the Creston area. The major issue was the Creston bypass. Half the submissions from Creston were in favour of an improved traffic route for Creston. Alignment problems around Creston and additional laning were other issues raised at the April 6, 1989 hearing.

Castlegar

The Castlegar public hearing on April 10, 1989 had the largest attendance with over 30 people. Fourteen gave presentations. The major issues included the Robson Ferry, an alternative traffic route for the city (which included proposals of either a bypass or fixed link) and the extension of Highway 23. Several submissions were given on rail abandonment and rail policy.

Grand Forks

More than 20 people attended the hearing at Grand Forks on April 11, 1989. Several submissions were presented on the Grand Forks Airport. Environmental and shipping issues were raised in light of the pending rail abandonment application of its Boundary Subdivision by CP Rail. The upgrading of Highway 33 and specific areas of Highway 3 were also raised in the Grand Forks' presentations.

New Denver

More than 15 attended the New Denver public hearing. Those attending requested the general upgrading of Highway 31 and Highway 6 and expressed relief that the Slocan Bluffs project was finally being addressed. Two environmental briefs were presented outlining inappropriate aspects of highway construction and the deterioration of highways by industrial traffic.

Submissions presented at the public hearings and provided during the 1988 review came from four major sectors.

Business community:	22 submissions
Residents:	13 submissions
Local Governments:	35 submissions
Associations:	36 submissions
Verbal Submissions: (Representation unknown)	32 submissions

A total of 138 submissions, both written and verbal, have been reviewed.

Major Issues:

Highway 3:	29 submissions
Highway 6 (Slocan Bluffs):	23 submissions
Highway 23 extension:	11 submissions
Grand Forks airport:	7 submissions
Rail abandonment:	11 submissions
Robson Ferry:	7 submissions

Members of the Transportation Task Force were each provided with a copy of the Delcan Study - a transportation planning overview of the Kootenay Development Region. The study, commissioned in 1988 by the provincial government, was made available at all community libraries in the Province.

This study provided a base from which the public as well as Task Force members could identify transportation issues.

Data was collected from Transport Canada, the National Transportation Agency abandonment hearings, the Canadian Truckers' Association and local businesses whose transportation concerns were validated by disclosures of shipping volumes from their manufacturing depots in the Kootenay.

The local Ministry of Transportation and Highways regional office at Nelson assisted by supplying costing data and topographic maps, and giving presentations on each of the major transportation modes.

Highway projects were evaluated based on a ranking system of various criteria. Traffic counts, congestion levels, public submissions, economic/social/ environmental impact and safety were issues the Task Force considered in establishing highway priorities.

Task Force members were required to spend long hours travelling to public hearings and Transportation Task Force meetings, reviewing the volume of submissions before assessing highway projects with additional highway criteria.

These Task Force members also assumed the additional mandate of casting aside parochialisms so that the transportation plan would be regionally representative and have regional impact.

4.0 TRANSPORTATION ISSUES

The transportation network in the Kootenay Development Region consists of two arterial two-lane standard highways, a number of federally and community operated airports, five inland ferries and the Canadian Pacific Railway which cuts through Region #4 serving industries from the Alberta border to the western border of the Kootenay.

This section will identify those transportation problems within each mode as specified in the public submissions and during the Transportation Task Force's 1989 regional transportation review.

4.1 PROJECTS REVIEWED IN THE 1989 REGIONAL TRANSPORTATION PLANNING PROCESS

HIGHWAYS

4H3/001	Nine Mile Creek
4H3/002	Rock Creek Canyon Bridge
4H3/003	Johnstone Creek (near Johnstone Park)
4H3/004	Runaway Lane, Rock Creek Hill
4H3/005	3/33 Intersection
4H3/006	Ingram Bridge - Jackson Corner
4H3/007	Realignment at Midway Railroad Crossing
4H3/008	"S" Curves at Christina Lake
4H3/009	Paulson Bridge
4H3/010	Walker Creek Corner
4H3/011	3/22 Interchange
4H3/012	Salmo to Meadows Siding
4H3/013	Erie Overhead
4H3/014	Erie Creek Grade Separation
4H3/015	Avalanche Gate
4H3/016	Creston/Salmo Snowsheds
4H3/017	Blazed Creek to Kootenay Canal
4H3/018	Summit Creek
4H3/019	Creston Bypass Phase I
4H3/020	Creston Hillside St.
4H3/021	Creston Bypass Phase II
4H3/022	Cameron's Point Corner
4H3/023	Kidd Creek to Irishman Creek
4H3/024	Yahk re-alignment
4H3/025	Moyie Bluffs
4H3/026	Cranbrook Centre (4th st. North to 3rd St. North)
4H3/027	CP Rail Hill Section: 3 lane
4H3/028	Passing lane between Fernie and Elko
4H3/029	Johnny Dees Corner
4H3/030	Realignment West and East of Elko Tunnel
4H3/031	Fernie Curb and Gutter/4 Lane
4H3/032	Olsen Crossing Overpass
4H3/033	Douglas Fir Road turning lanes
4H3/034	Bridge and alignment east of Sparwood
4H3/035	Accident Corner
4H3/036	Passing Lanes/Loop Bridge
4H3/037	Fernie to Alberta Border
4H3/038	Bridges/Rock Creek to Alberta
4H/039	Crawford Creek Bridge Approach

4H/040	Hwy. 6: Arrow Lakes Fixed Link (Feasibility Study)
4H/041	Highway 6: 3A to Nakusp
4H/042	Hwy. 6: Slocan Bluffs
4H/043	Local Road: Rossland, Sheep Creek Rd.
4H/044	Highway 3B: Murphy Creek Corner
4H/045	Highway 3B: Pedestrian Overpass at Warfield
4H/046	Hwy. 22: West Trail Approach
4H/047	Resource Road: Castlegar/Fauquier extension
4H/048	Resource Road: Jumbo Pass
4H/049	Hwy. 31: Marblehead to Trout Lake
4H/050	Hwy. 31: Coca Cola Corner
4H/051	Hwy. 31: Osprey Corner
4H/052	Hwy. 31: Mirror Lake
4H/053	Hwy. 31: Ainsworth Widening
4H/054	Hwy. 33: Rock Creek to Kelowna
4H/055	Hwy. 43: Line Creek to Elkford
4H/056	Hwy. 43: Hwy. 43 Extension
4H/057	Resource Road: Elkford to Elk Lake Park
4H/058	Hwy. 93: Radium to Eisenhower Junction (federal jurisdiction)
4H/059	Hwy. 95: Radium to Invermere
4H/060	Hwy. 95: Invermere to Kimberley
4H/061	Local Road: Wood's Corner Cut Off
4H/062	Local Road: Castlegar Bypass
4H/063	Local Road: Castlegar Fixed Link
4H/064	Local Road: Champion Lakes Connector
4H/065	Local Road: Toby Creek Road
4H/066	Local Road: Christian Valley Road
4H/067	Local Road: Corbin Road
4H/068	Local Road: Elkford to the Fording Mine Site

AIRPORTS

4A/01	Castlegar Airport
4A/02	Cranbrook Airport
4A/03	Creston Airport
4A/04	Elk Valley Airport Airstrip
4A/05	Fairmont/Panorama Airstrip
4A/06	Grand Forks Airport
4A/07	Invermere Airstrip

4A/08	Kaslo Airstrip
4A/09	Nakusp Airstrip
4A/10	Nelson Airport
4A/11	Trail Airport

INLAND FERRIES

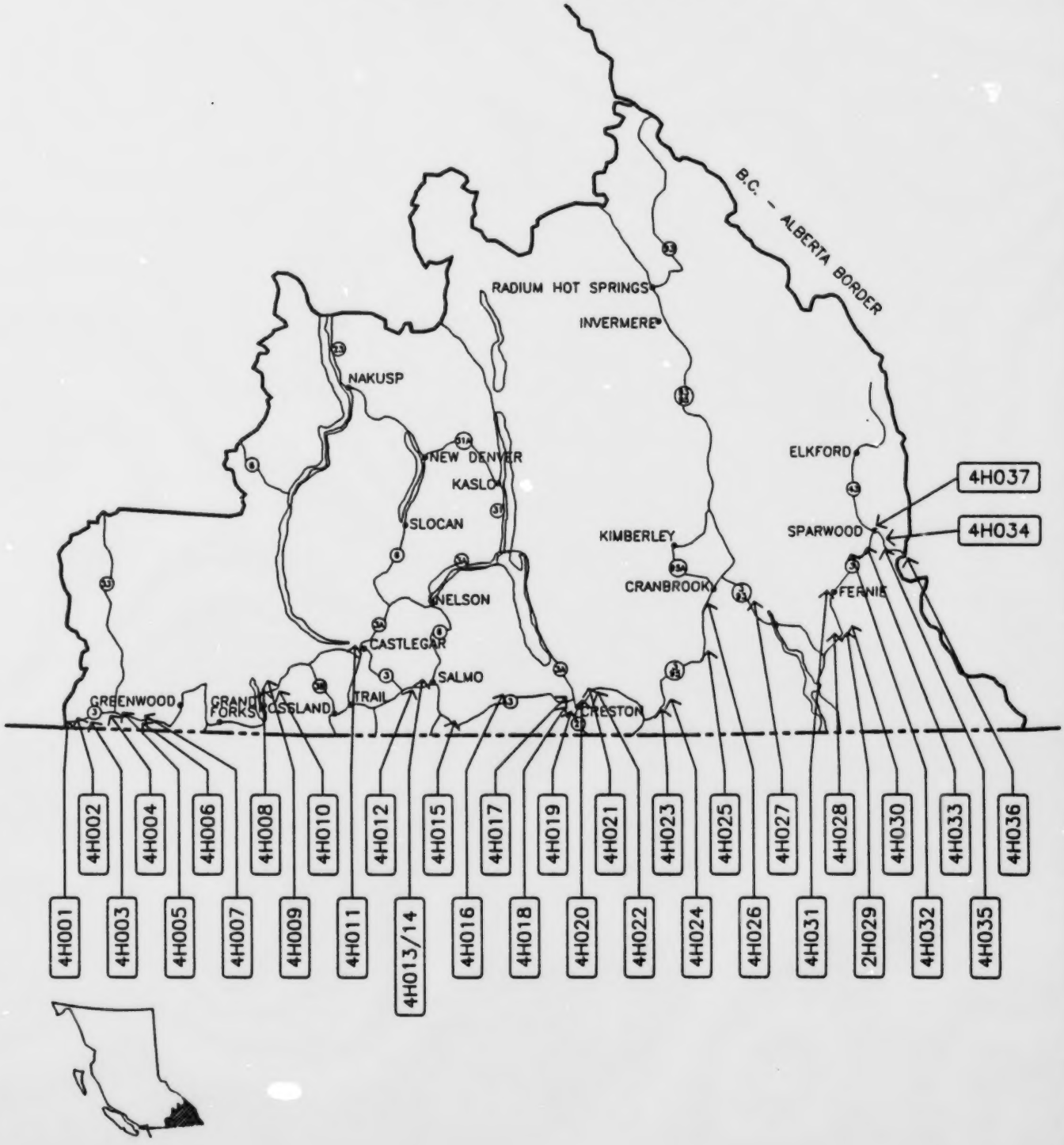
4F/01	Arrow Park
4F/05	Needles/Fauquier
4F/06	Robson/Castlegar

POLICY INITIATIVES

4P/01	Signage Policy
4P/02	Customs/Border Crossing Hours
4P/03	Winter Sanding Materials
4P/04	Truck length restrictions
4P/05	Load Restrictions
4P/06:A	Environmental Policy
4P/06:B	Environmental Policy
4P/07	Bicycle Paths
4P/08	Rest Areas
4P/09	Speed limit at Sparwood
4P/10	Transportation Aids for the Blind
4P/11	Chemical de-icing products

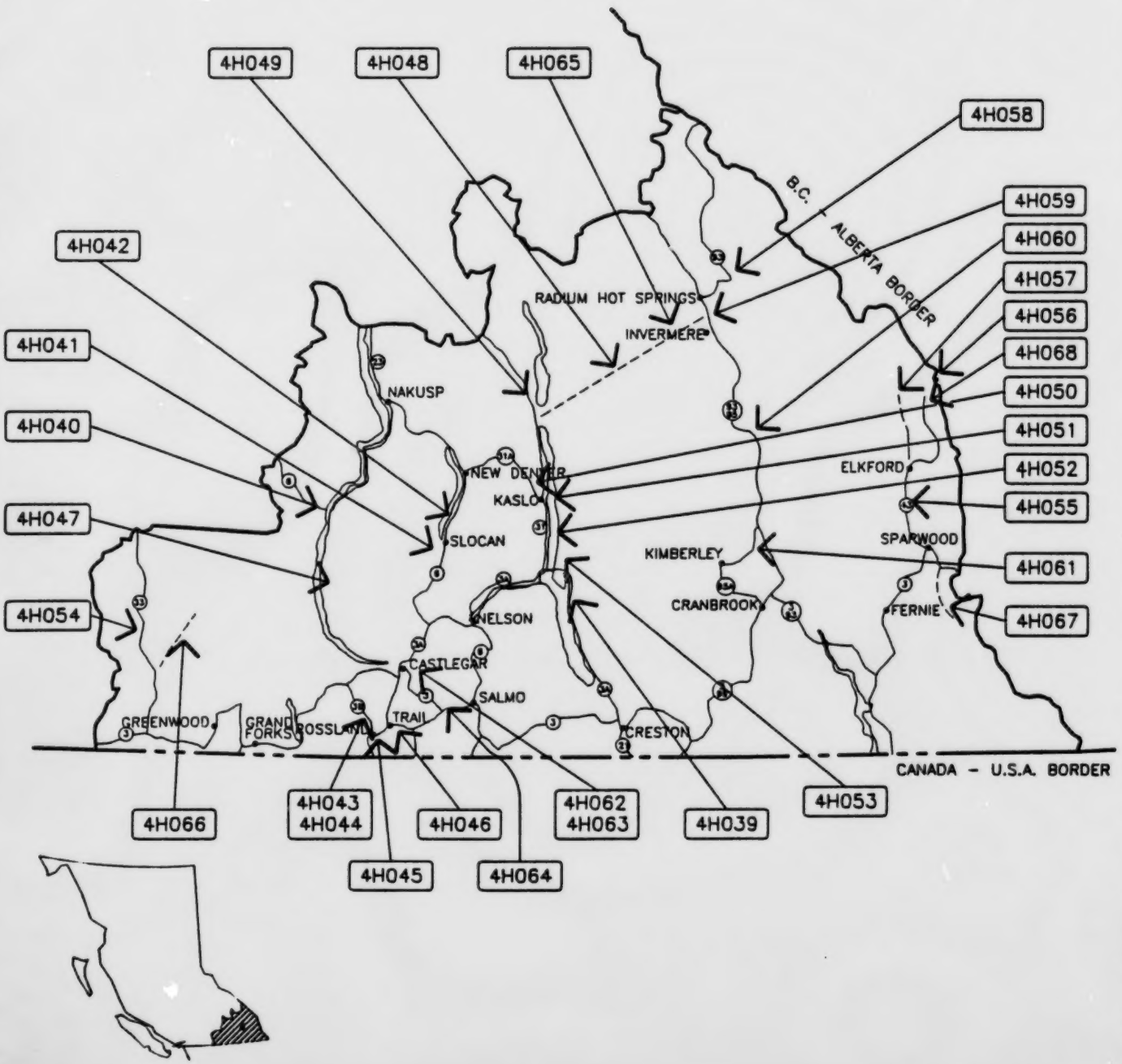
REGION 4 KOOTENAY

HIGHWAY 3 PROJECTS
(PROJECTS REVIEWED)



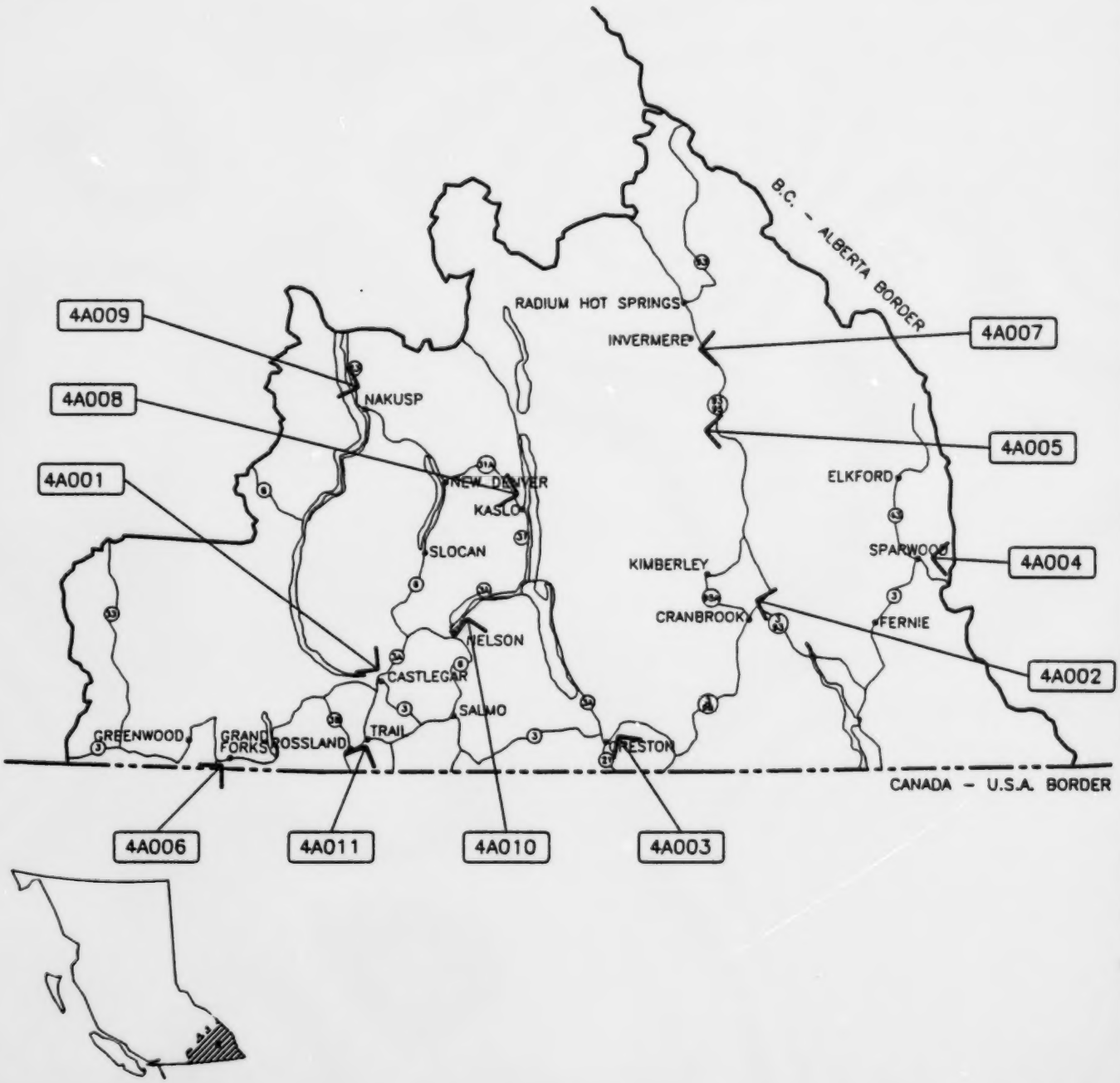
REGION 4 KOOTENAY

HIGHWAY PROJECTS
(PROJECTS REVIEWED)



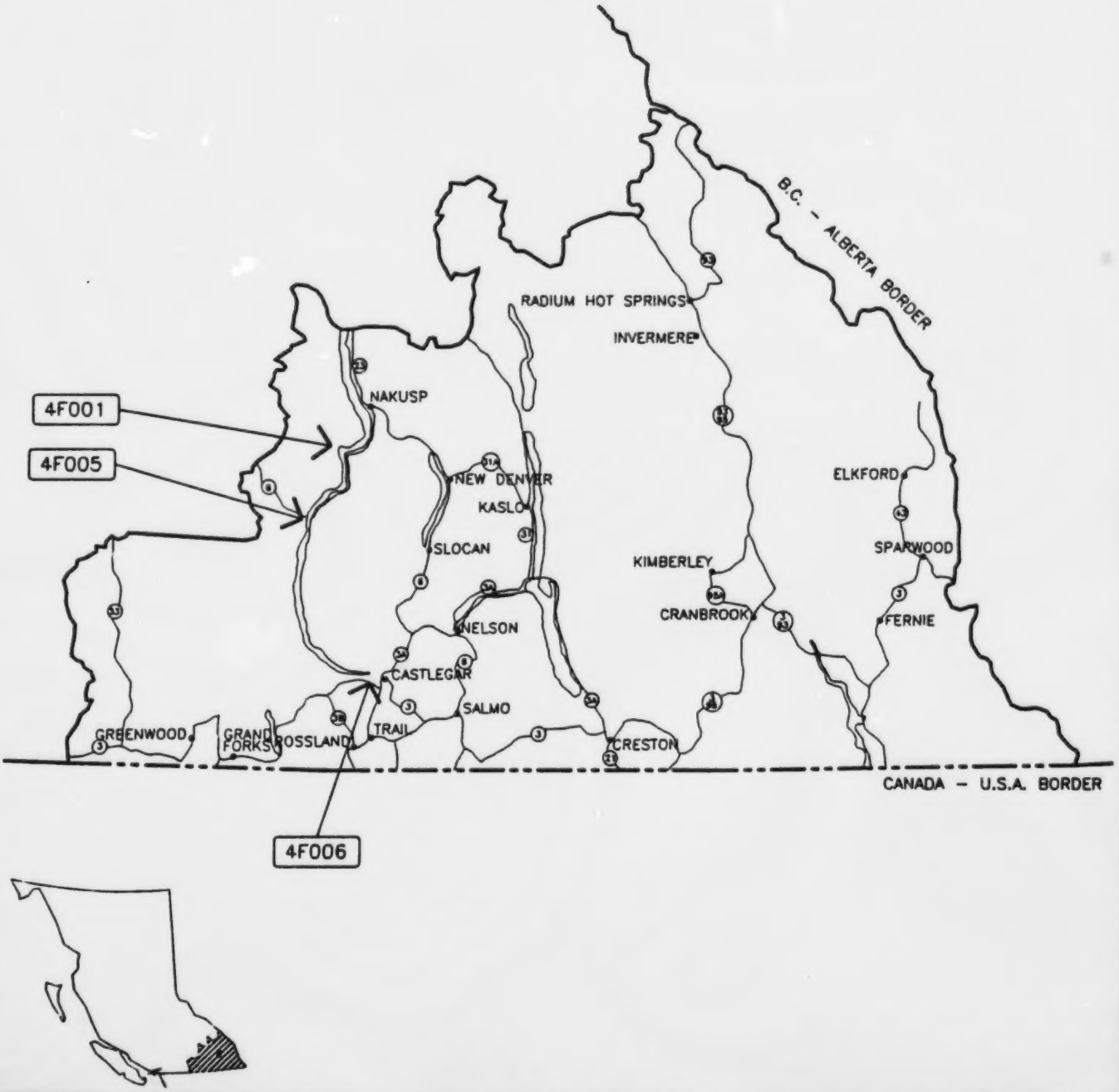
REGION 4 KOOTENAY

AIRPORTS
(FACILITIES AND PROJECTS REVIEWED)



REGION 4 KOOTENAY

INLAND FERRIES
(FACILITIES AND PROJECTS REVIEWED)



4.2 HIGHWAYS

The highways priorities in the Kootenay Region were defined as a result of a four-tiered process.

The first stage of the priorization process began in 1988 when a Highways Task Force solicited submissions from the municipalities, regional districts and general public. The Highways Task Force Chairman, Mayor Jack White, along with regional representatives, submitted a priority list to the Minister of State, the Honourable Howard Dirks, in October, 1988. The Minister, in turn, submitted the priority list to the Minister of Transportation and Highways.

Since then, many of the projects have been addressed, including the long-standing problem on Highway 6, the Slocan Bluffs.

The second part of the priorization program began in April, 1989. A revised and larger Transportation Task Force held seven public hearings through the Kootenay Region to listen to the transportation concerns of the public.

Although the hearings elicited submissions on other modes of transportation, 85% of the submissions were about highways.

The third part of the "Freedom to Move" process involved the review of the submissions by the Ministry of Transportation and Highways and the Task Force. Major criteria which were used to help analyse the highways projects included traffic count figures and congestion levels.

With the combination of recommendations from the Ministry of Transportation and Highways and summaries of public submissions, the Transportation Task Force requested that a draft report be distributed to the Task Force that would reflect the research and the data collected.

The construction of the Kootenay Development Region's major corridor made history in 1865 when Edgar Dewdney finished his five-year $75,000 contract building the Crowsnest Trail - a fete that was inspired by "Manifest Destiny" and a route that, today, is recognized as Region #4's number one transportation priority in the Transportation Task Force's 1989 Regional Transportation Plan.

The Transportation Task Force did not need to deliberate over its decision to name Highway 3 the top priority of Region #4.

Submissions from the public told the whole story. More than 39% of the submissions received by the Task Force identified Highway 3 as the number one priority in Region #4.

Not only is Highway 3 an artery to local industry but it has been recognized by the Canadian Truckers' Association as a trans-Canada route: a major trunk route for interprovincial traffic.

As additional support to the Task Force's priority, the National Highway Policy Study Steering Committee identified Highway 3 as a National Route for Canada. As a national route, its serviceability, structural adequacy and rideability all must fall within minimum operational standards.

The Minister of Transportation and Highways for British Columbia, the Honourable Neil Vant, is a member of this Steering Committee which endorsed Highway 3 as a national route.

The impact of the Free Trade Agreement was also considered by the Task Force in its study.

Highway 3 is the closest arterial route to the American border. This single route parallels the northern boundaries of Washington, Idaho and Montana. The ten border crossings between Midway and Alberta are expected to see traffic volumes increase as more relaxed trade policies between the two countries are developed.

More cost-efficient use of these new markets will result if major corridors are upgraded and congestion problems are eliminated.

Plans for Highway 3 east of the Kootenay Region suggest that Alberta will be carrying heavier volumes along its American border in the next century. The Alberta Highways Department explains that long-term plans for twinning Highway 3 both east and west of Lethbridge are being included in the Department's ten-year plan.

Finally, the Task Force examined the impact of future rail service on the regional highways network. A previous application by CP Rail for abandonment of its Boundary Subdivision as well as a general slowing down of branch-line rail services indicated that highway routes may face increased volumes of industrial traffic in coming years.

In order that other transportation networks such as Highway 3 be prepared for the elimination of rail service, construction standards of the reconstruction and alignment improvements from Hope to the Alberta border should be examined and federal funding mechanisms for compensation, implemented.

General problems surrounding Highway 3 include the lack of passing opportunities throughout the Region, congestion levels in urban centres, and alignment problems that hinder traffic flows and cause accidents.

Specific locations where passing lanes could be provided have not been identified by the Transportation Task Force. Instead, it wishes to emphasize the need for additional passing lanes and recommends that the Ministry of Transportation and Highways specify those areas that could best accommodate three or four-lane traffic.

While automobile traffic volumes aren't high for this standard two-lane road, industrial traffic volumes are. Consequently, the Task Force for Region #4 wishes to emphasize that the upgrading of Highway 3 should not merely involve the maintenance and upkeep of the road but should involve the provision of additional passing opportunities.

The Task Force, in accordance with the wishes of the public, is unequivocal in that it does not want a four-lane expressway between Hope and the Alberta border.

With the inclusion of frequent passing opportunities, the Crowsnest Route would be made a safer and more attractive route for all types of vehicles.

Sections of alignment on Highway 3 that need addressing have been identified from Rock Creek to the Alberta border. However, the Task Force wishes to emphasize that the lowest service levels (where a highway becomes the most congested) exist in urban centres. Consequently, improvement projects in the town centres of Castlegar, Trail, Creston, Cranbrook, Fernie and Sparwood are included among recommendations of the Task Force in its transportation plan.

Although considered a local issue by the Task Force in its regional review, the Castlegar congestion problem was one that was raised again and again in submissions at the Castlegar public hearing.

As industrial expansion and truck volumes have increased, the transportation network of the City of Castlegar has not been substantially modified.

As a result, the 81 percent increase in Castlegar's truck traffic since 1984 has affected the economic development of this community.

Celgar shipped approximately 20,680 trucks one-way out of Castlegar in 1988 and expansion plans at Celgar's mill will result in the doubling of traffic volumes through an already congested town centre.

CP Rail, alone, carries the equivalent of over 21,000 trucks, one-way, annually.

Along with Celgar's expansion plans and associated truck volume increases the projected volumes of traffic which could result from the proposed Keenleyside-Murphy Creek Project have municipal leaders and residents concerned that noise and congestion in the city will have a deleterious impact on the commercial and social development of this city.

In response to this concern, the construction of a bypass or a fixed link were among the requests submitted to the Transportation Task Force during the April, 1989 public hearings.

Of the two proposals, the Task Force is recommending the construction of a fixed link because of its regional economic impact.

The town centre of Creston has also faced congestion problems in recent years.

The bypass issue has split the community into two groups consisting of those who feel a bypass would improve the downtown core and those who fear the re-routing of Highway 3 traffic would create strip developments and frontal roads.

The Task Force divided the Creston issue into three separate issues and has recommended that a "Phase I" bypass program be implemented that would address the issue of the Highway 3 and 21 intersection.

Phase II of the Creston bypass has been included in the 5-10 year list of recommendations. It is hoped that the community will have developed a concensus on this project by that time.

Other town centres addressed by the Task Force in its review include Cranbrook, Fernie and Sparwood.

Task Force members were in favour of snowsheds along Highway 3 between Creston and Salmo in order that the highway provide a reliable winter corridor. However, as a result of the cost of three sheds, ($150M) the Task Force has recommended that feasibility studies be undertaken for this proposal within the next five years.

Other major highways issues in the western and central portions of the Region include Highway 33, which serves as an interregional route between Region #3 and Region #4; Highway 6, where the longstanding problem of the Slocan Bluffs has recently been addressed, and Highway 31 which is an important industrial and tourist route to Kaslo and to points north.

Highway 33, is a north-south link running between Rock Creek and Kelowna providing a 129 km bypass from the often congested Highway 97, further west. The attraction of low traffic volumes on this route has been identified as the cause of the 25% increase in traffic at the Midway Border Crossing at Midway, on Highway 3, during the past year.

Pope and Talbot Ltd.'s submission (Submission No. GF/89/005) notes that its company receives 30,000 truck-loads of logs annually on Highway 33.

As a final note on Highway 33, at the inter-regional meeting (May, 1989) between the Thompson-Okanagan Development Region's Transportation Task Force and the Kootenay Transportation Task Force, discussion touched on the importance of Highway 33 as an interregional route that promoted economic diversification of both Regions.

The Arrow Lakes region including Highway 6 and Highway 31 are important routes to the forest industry as well as to the tourist economy. Although these roads have low traffic counts, much of the traffic consists of heavy trucks hauling wood products south to regional mills.

The routes are also popular tourist circuit routes as submissions on both Highway 6 and Highway 31 indicated.

Highways projects in the eastern part of the Region include the reconstruction of the Moyie Bluffs west of Cranbrook along Highway 3 and the inclusion of the reconstruction of Highway 93 in the five-year plan.

The Radium to Eisenhower Junction route on Highway 93 was identified at the Invermere public hearing as being severely congested and in need of improvements (Submission No. I/V89/118). This road was also projected by the Delcan study as providing "low levels of service" by the year 2000.

The Task Force recognizes the need for improvements on Highway 43 between Sparwood and Elkford and Highway 95 where traffic between Invermere and Radium are projected to be close to the 10,000 count by the year 2000.

Some local roads have also been included in the priority list because of their importance to local industrial economic development.

This section concludes with a review of the Task Force's recommendations on the construction of new facilities.

The Task Force has recommended feasibility studies on Highway 23 between Castlegar and Fauquier, the Jumbo Pass between Invermere and Howser and the extension of Highway 43 in its 0-5 year plan.

It was noted by Celgar and Westar's Nakusp operations that better access to timber supply areas and the enhancement of tourist opportunities could be the two major benefits of this Lower Arrow Lake route. Task Force members also suggested that this route would aid in the prevention of forest fires in the Lower Arrow Lake's region by increased accessibility.

Task Force members also noted that the Castlegar-Fauquier route was partially in place on both sides of the Arrow Lakes and would decrease mileage for resource industry haulers and north-south Kootenay traffic. The members suggested that either side of the Arrow Lake could be a viable route and both should be examined in the recommended feasibility study.

It was noted that, as a resource road, Jumbo Pass would allow tourists to enjoy wilderness values of the Purcell Mountains for just four months of the year, thus reducing the likelihood of wilderness damage that might otherwise occur on a route open to the public, year-round.

Task Force members concurred that poor access to Region #4 has been a major inhibiting factor in its economic growth and the Jumbo Pass is seen as a possible draw to east-west traffic both locally, and interprovincially.

A "Highway 43 Benefit-Cost Study" was submitted by the Highway 43 Association to the Task Force at the public hearing at Sparwood on April 5, 1989 (Submission No. E/V89/136)

The report consists of an economic impact assessment of the proposed route on the tourism, mining and logging sectors of the economy and on the commercial centres of nearby communities.

The report estimates that the mining sector would be expected to benefit from this 12-mile highway extension into Alberta and additional gain would be felt by freight companies. The tourist industry would be the biggest winner, the study adds.

The report notes that the retail sector would be expected to lose since improved access to Alberta would result in increased retail spending in that Province.

The Benefit-Cost Study has caused a split between those communities who favour the construction of this route and those communities who oppose the route on the grounds that it could hurt the economy of the Kootenay Region.

The City of Cranbrook and the District of Sparwood noted in their submissions to the Task Force that they oppose the extension of Highway 43 while the communities of Elkford and Fernie support the proposal.

LIST OF PROJECTS

The following is a list of highways projects which has been priorized into three groups.

The first group of projects were identified by the Task Force as being more urgently in need of attention due to safety problems and the consequent regional impact the highways improvements would have.

Projects listed under the classification of "B" and "C" were placed there because:

1. Safety was not an issue or;

2. Costs for improvements to Highway 3 took precedence over other projects;

3. Excessive costs were involved; or

4. Traffic volumes, congestion levels and economic/social impact were rated as relatively low in comparison with projects listed in priority order before them.

The lists within the "A", "B" and "C" classifications are not in any priority order, themselves.

The reference numbers identify the projects as follows:

4H3/035

4 = Development Region
H = highway issue
3 = Highway 3
035 = File number

With respect to specific projects pertaining to airports, railways and marine services, issues of concern in these transportation modes and associated recommendations have been presented in detail in the preceeding chapter. Accordingly, they have not been presented in this chapter.

GROUP A

0 - 5 YEARS

HIGHWAY 3

4H3/002	Rehabilitate Rock Creek Canyon Bridge
4H3/003	Realignment of Johnstone Creek
4H3/005	3/33 Intersection
4H3/007	Realignment of Midway Railroad Crossing
4H3/012	Salmo to Meadows Siding
4H3/013	Erie Overhead replacement
4H3/016	Creston/Salmo Snowsheds (Feasibility Studies)
4H3/017	Blazed Creek to Kootenay Canal Bridge
4H3/019	Creston Bypass Phase I
4H3/023	Kidd Creek to Irishman Creek
4H3/025	Moyie Bluffs
4H3/028	Passing lane between Fernie and Elko
4H3/029	Johnny Dees Corner
4H3/030	Minor Realignment at west and east Elko Tunnel
4H3/031	Fernie Curb and Gutter/Four-Lane
4H3/032	Olsen Crossing overpass
4H3/033	Turning Lanes at Douglas Fir Road
4H3/035	Accident Corner
4H3/036	Passing Lanes near Loop Bridge
4H3/037	Fernie to Alberta Border (resurfacing)
4H3/038	Widen Bridges Rock Creek to Alberta Border

HIGHWAY 6

4H/040	Arrow Lakes Fixed Link (Feasibility Study)
4H/041	Hwy. 6: From 3A to Nakusp (Continue upgrade and long-term plan)
4H/042	Slocan Bluffs

HIGHWAY 31

4H/050	Coca Cola Corner

HIGHWAY 33

4H/054	Rock Creek to Kelowna (Upgrade)

HIGHWAY 43

4H/056	Feasibility study of Highway 43 Extension

HIGHWAY 93

4H/059	Radium to Eisenhower Junction (Under federal jurisdiction. Therefore, the Minister of Transportation and Highways is requested to pursue the issue of funding required for realignment with the federal government.

LOCAL ROADS WITH REGIONAL IMPLICATIONS

4H/063	Castlegar Fixed Link

RESOURCE ROADS
(Feasibility study and/or preliminary design)

4H/047	Highway 23 Extension
4H/048	Jumbo Pass
4H/057	Elkford to Elk Lakes Park

GROUP B

5 - 10 YEARS

HIGHWAY 3

4H3/001	Nine Mile Creek
4H3/004	Runaway Lane at Rock Creek Hill
4H3/008	"S" Curves
4H3/009	Paulson Bridge
4H3/011	3/22 Interchange
4H3/021	Creston Bypass Phase II
4H3/022	Cameron's Point Corner
4H3/024	Yahk Realignment
4H3/026	Cranbrook Centre (4th St. to 3rd St.)
4H3/027	CP Rail Hill
4H3/030	Major Realignment: west and east Elko Tunnel
4H3/034	Improve Bridge and alignment east of Sparwood

HIGHWAY 3A

4H/039	Crawford Creek Bridge Approach

HIGHWAY 6

4H/041	Highway 6: From Hwy.3A to Nakusp (Upgrade) (Some projects already completed)

HIGHWAY 31

4H/051	Osprey Corner
4H/053	Ainsworth Widening

HIGHWAY 43

4H/055	Line Creek to Elkford (shoulder widening)

HIGHWAY 95

4H/059	Radium to Invermere

GROUP C

10 - 20 YEARS

HIGHWAY 3

4H3/006	Ingram Bridge - Jacksons Corner
4H3/010	Walker Creek Corner
4H3/014	Erie Creek Grade Separation
4H3/015	Corners at Avalanche Gate
4H3/018	Summit Creek realignment

HIGHWAY 3B

4H/044	Highway 3B: Murphy Creek Corner

HIGHWAY 31

4H/049	Marble Head to Trout Lake
4H/052	Mirror Lake

HIGHWAY 95

4H/061	Wood's Corner Cut-Off (Review traffic volumes on Hwy. 95 to Cranbrook Airport)
4H/060	Invermere to Kimberley (widening)

LOCAL ISSUES

4F/006	Robson/Castlegar Ferry
4H3/020	Creston/Hillside Street
4H/046	West Trail Approach
4H/045	Pedestrian Overpass at Warfield
4H/064	Champion Lakes Connector
4H/065	Toby Creek Road
4H/066	Christian Valley Road
4H/067	Corbin Road
4H/068	Elkford to the Fording Mine Site

4.3 AIR TRANSPORTATION

The "Freedom to Move" program involved the review of 11 airports in Region #4.

It has reviewed current requirements of both community and regional airports and it has made policy recommendations on airport funding. In so doing, it has included information gathered in the 1988 review process by an Air Access Task Force that has since been consolidated with the present Transportation Task Force of Region #4.

In 1988, the Air Access Transportation Task Force invited submissions from airport societies and regional airports in the Kootenay Region.

Questionnaires were mailed to airport societies and returned to the Task Force. Often, funding requests made to the Task Force in returned questionnaires hadn't been formally made to any government agency. However, a number of the funding requests submitted to this Task Force in 1988 have since been addressed by either the provincial or federal government.

Policy of the Provincial Air Transport Assistance Program is currently under review by the Ministry of Transportation and Highways and the Kootenay Transportation Task Force is confident that traditional criteria for funding community airports will be re-evaluated.

Submissions supporting the upgrading of the Grand Forks Airport came from the Regional District of Kootenay Boundary, the Corporation of the City of Greenwood, The Village of Midway, West Kootenay Power Ltd., the Grand Forks Chamber of Commerce, the City of Grand Forks and Pope and Talbot Ltd. More submissions were made on this airport than any other airport in Region #4.

The greater Grand Forks area consists of a population in excess of 10,000. An airport at Grand Forks with a scheduled service would help support the community's growing industrial and residential sectors.

Grand Forks' nearest scheduled airport service is nearly two hours away, located at Castlegar.

While recent provincial and federal government studies on terrain problems at Grand Forks have indicated that Grand Forks cannot support night operations, this airport once facilitated a daytime scheduled service, and with minor improvements, could do so again.

Castlegar can support neither night operations due to terrain or, during winter months, unhindered day operations due to fog. Replacement of the airport by another facility in the western portion of the Kootenay Region would involve great expense.

Castlegar's traffic load in 1987 was 85,796 passengers while in 1988 this number had increased to 95,747 which surpasses several other better-equipped airports such as Penticton. The 1989 loads are expected to be well over the 100,000 level.

The absence of a viable 24 hour airport in the west Kootenay has resulted in the Task Force's recommendation that a suitable alternative site to Castlegar must be identified.

If night operations are, in fact, an eventuality in the western portion of the Kootenay, then other airports such as Trail might be considered. Central to a population of over 40,000, capable of supporting night operations and close to Castlegar in the event a dual operation was the economical compromise, Trail would still require substantial infrastructure improvements to support VFR as well as IFR operations.

The Elk Valley Airport is located 119 kilometres from the nearest night air facilities, situated at Cranbrook. The Airport has made application for funding for both a microwave landing system and runway lighting. Night lighting for this airport was requested by several organizations including the Regional District of East Kootenay and the East Kootenay Regional Hospital District.

In its transportation overview, Delcan addressed the issue of airports in the Kootenay Region. It named those airports which are currently capable of supporting air-carrier service and it identified areas where there was need for policy review.

RECOMMENDATIONS

1. That a study be commissioned by the provincial government in conjunction with the federal government to determine a suitable alternative site to the Castlegar Airport in order to accommodate night operations in the western portion of the Region and that the major consideration in assessing which airport requires "upgrading" should be based on the single criterion of which airport could adequately meet the requirements of day and night IFR with minimum disruption from weather patterns and terrain.

2. That funding that would provide the Grand Forks Airport with the necessary equipment to support a scheduled service be granted.

3. That funding for night lighting at the Elk Valley Regional Airport be granted.

4. That long-term economic/social benefits to an isolated community provided by an airport facility should determine, to some degree, the extent of government funding made available.

5. In addition, the Task Force endorses those recommendations made by Delcan in its 1988 report to the provincial government. Those recommendations are the following:

    a) The Ministry of Transportation and Highways should monitor Transport Canada's airport planning program and be prepared to provide the necessary co- ordination at those air carrier airports which need continuing support during the transition period of adjusting to turboprop service instead of the larger jet.

b) The Ministry should develop an evaluation mechanism to determine expected level of service and criteria for community airports to receive support for IFR hub-spoke service from suitable air carriers.

c) There is a need for the development of a mechanism to ensure airports receive non-capital support for information and training needed to operate and maintain an airport to certification standards.

d) Transport Canada has overall responsibilities for remote community airport facilities where there are Native settlements. The provincial government, on the other hand, should place its development emphasis on remote communities which have a resource base.

e) The Ministry should monitor Transport Canada's airways programs and co-ordinate where necessary to ensure provincial objectives are being met.

4.4 RAIL TRANSPORTATION

The future of rail service, the impact of its elimination on major arterial highways, and the issue of rail abandonment itself, were concerns that were brought to the attention of the Task Force in eleven different submissions and at nearly every public hearing.

References to rail were primarily references to CP Rail. All of the submissions were in favour of a continued rail service in the Kootenay Region.

The public submitted briefs that outlined concerns on inadequate railway taxation structure, the absence of land disposal policies, and about conflict of interest guidelines which would discourage rail operators from operating trucking companies. There were several references to the National Transportation Agency's public hearings on the Boundary Subdivision abandonment application by CP Rail in 1988.

While submissions on rail largely originated from the Kootenay Boundary area due to the recent CP Rail abandonment application of the Boundary Subdivision, the issue of rail service was first raised at the initial hearings in the eastern portion of the Region.

In a submission from a Greenwood resident, (Submission No. GF/89/009) CP Rail's trucking division was blamed for the phasing-out of CP Rail's service in the Boundary area. The submission notes that when CP Rail applied for truck licensing, several years ago, it agreed that it would restrict itself to local deliveries only.

A combination of high rail line taxes and competitive services offered by trucking companies have made rail operations less than cost-efficient in the recent decade.

Inordinately high taxes on rail lines were blamed for providing rail line operators a legitimate excuse for abandonment, a Boundary area resident claimed. A brief from a presenter at Castlegar outlined the unfair taxation of rail properties and stated that one of the major deterrents of branch line operations was the B.C. Assessment Act's taxation policy (Submission No. CA/89/072).

This policy places a tax burden on traffic lines that carry less than 200,000 tons annually. The assessment procedure for railway valuation regulations involves the assessment of railway corporation's track-in-place.

Track-in-place of a railway corporation is determined using the rate of $2,150 an acre.

Track-in-place value is determined by using the following rate structure.

Class 1 Track: Trackage that carries 25 million or more tons annually.
Value of track-in-place: $127,000 per km

Class 2 Track: Trackage carrying 15 million tons to 25 million tons.
Value of track-in-place: $104,800 per km

Class 3 Track: Trackage that carries from 5 to 15 million tons.
Value of track-in-place: $71,000 per km

Class 4 Track: Trackage that carries under 5 million tons and includes siding, spurs and wyes.
Value of track-in-place: $62,000 per km

Class 5 Track: Trackage abandoned or not used for at least one year.
Value of track-in-place: For salvage value

Class 6 Track: Trackage where gauge is not more than 90% of that which is standard for trackage in Classes 1-4.
Value of track-in-place: $48,800 per km

Instead of employing this system to determine taxes the submission suggests that rail operators be taxed according to revenues generated from their lines.

The Red Dog Mine ore issue has raised concerns in the Kootenay Region because of the loss of the hauling contract by CP Rail to Burlington Northern Railway (BNR). One presenter explained that this could have made CP Rail's operation financially viable (Submission No. CA/89/064). Ore, shipped from Alaska to Vancouver, must pass into the United States before re-entering Canada to be shipped to the smelter in Trail.

This same presenter explained that as a result of the Port of Vancouver's own ruling, ores had to be unloaded within Vancouver Harbour. Had the ore been shipped directly to Robert's Bank, CP Rail could have transported it directly to Trail, the presenter writes.

The increased truck traffic between the BNR terminal and the smelter, the environmental hazards and costs to the community as a result of CP Rail's siding facility being replaced by an American carrier were issues raised in several submissions.

The Village of Midway (Submission No. GF/88/007) expressed concern about the disposal of railway properties following abandonment. Comments received from municipalities and industry noted the potential value of railway right of ways as future highways or designated public walks.

Presently, land is either gifted or sold to the provincial government but there is no established pattern on which this procedure is based. The recent transfer of the E & N railway right-of-way to the Capital Regional District on Vancouver Island has seen the railway corridor transformed into a public walk from the Victoria district to East Sooke.

The Corporation of the City of Grand Forks recommended that abandoned rail property automatically revert to the Crown while Pope and Talbot Ltd. cautioned that losing rail property following rail abandonment would involve losing valuable access routes to resources.

The 1987 abandonment application by CP Rail of its Boundary Subdivision as well as the 1988 abandonment of the Roseberry-Nakusp line indicate that highway routes may face increased volumes of industrial traffic in coming years.

Residents and commercial shippers in the Kootenay Region noted their concern that as rail line operators lose incentives to operate trains, increased numbers of heavy trucks hauling on arterial highways will reduce the life-span of major roads. Many submissions requested that federal compensation be granted for highway improvements if railways were permitted to be abandoned.

The volume of cargo carried by CP Rail is illustrated by a submission from the City of Castlegar (Submission No. CA/89/079) which analyses truck traffic volumes through Castlegar calculated on the basis of CP Rail cancelling its service. If CP Rail were shut down, Westar would be running 200 trucks a week and Celgar, 170 trucks a week, through the City.

Interest was expressed in the leasing of railway branch lines to private operators.

The Transportation Task Force is concerned that such an arrangement will be unachievable as Canadian Pacific Railway allows its operation to slow-down throughout Region #4 whereupon shippers find alternative means of moving products or move their operations to more accommodating locations.

Because railway operators phase-out their operations in order to justify their abandonment, the Task Force recommends that there is even greater urgency for modifications to railway policies in the Kootenay Region. As shippers find it increasingly expensive/difficult to transport their products, relocation becomes an alternative to companies requiring accessible markets.

The Task Force notes too, that if railways are abandoned, trackage and ties should be left for the use of other operators. Current policy ensures they are lifted immediately following abandonment approval.

Abandonment of the Boundary subdivision by CP Rail was proposed because of low volumes on the Boundary line, high taxes and non-cost-effective service. The application was reviewed and the NTA determined that the line could not be abandoned until a review takes place in two years. The briefs and presentations at the hearing stated that continuation of the rail service was in the public's best interest and that the line could become economically viable in the future.

Task Force members noted that there was also indication at the abandonment hearings that CP Rail did not want to operate a service in the Boundary area.

At the abandonment hearings in 1988 the Grand Forks insulation plant, Bradford Enercon, reported that the American railway company, BNR, bid Enercon's coke movement at $20 less a ton than CP Rail.

Only a year beforehand, CP Rail had ensured Enercon that it wanted Enercon's business and that it would bid competitively.

Bradford Enercon writes:

> "We informed them at our first meeting October 28, 1986, before their official quotation, but they said they wanted the business and would quote competitively. They then quoted us in writing exactly what they had given us verbally (which we advised them was $20 per ton too high). This indicated to us that they did not want the business motions."

Pope and Talbot Ltd. at Grand Forks ship 95 percent of its lumber by train. With the proposed abandonment of CP Rail's Boundary subdivision, the company has expressed concern that it will be captive of BNR rates.

Industries in the Boundary Subdivision explain that future plans by CP Rail should be made public so that costly mistakes can be avoided.

Government programs such as the Canada-B.C. Industrial Development Subsidiary Agreement have funded industries in Grand Forks which incorporate the availability of rail service into the viability of company operations.

The recent installation of a private rail spur at CanPar Industries (CanPar), a Grand Forks particleboard company, enabled the company to increase its production and double the volume of rail traffic to nearly 1500 cars, annually.

In 1987, CanPar appealed to the Canadian Transportation Commission noting that CP Rail would be foregoing an annual $6 to $9 million annually in freight revenues from the Boundary Subdivision line alone, if they overbid BNR's bid.

Today, BNR is moving CanPar's product and CP Rail is forfeiting an annual $6 to $9 million in freight revenues. Despite the fact that the National Transportation Agency has delayed allowing CP Rail to abandon the Boundary subdivision for two years, presenters at the 1989 public hearings claimed that:

> "there has been only one train out of Midway since the hearing...."

RECOMMENDATIONS

1. The Task Force opposes rail abandonment in principle.

2. The Task Force recommends that the B.C. Assessment Act be amended with respect to railway evaluation and with regard to assessing value of track-in-place so that rail operators will be encouraged to continue main and branch-line operations. Specifically, the Task Force recommends the following:

   a) Amend the B.C. Assessment Act, Section 27 and Regulations 218/86 and 203/86 to remove the tax burden on rail branch lines.

   b) Seek exemption from the National Transportation Agency and National Railway Act labour clauses and B.C. Railway Act and labour restrictions which restrict application of more efficient manning rules.

   c) Secure feeder/interchange/running right agreements with mainline railways to provide security of base traffic.

3. On the approval by the National Transportation Agency to a railway operator to abandon a railway line, the federal government should be required to assume rehabilitation/improvement costs for those roads providing transportation routes formerly provided by the railway line.

4. Long-term plans by CP Rail be made available to the provincial government and to those British Columbia industries currently dependent on rail freight service.

5. That the procedure by which application is made for abandoned railway properties be more clearly presented to local governments and regional districts in order that the current mechanism that provides for the transferral of abandoned properties is employed.

6. The provincial government recommend to the National Transportation Agency that it allow rail abandonment only after it has unsuccessfully solicited offers from potential branch line operators. (Under such an agreement, CP Rail would continue ownership of the land but taxes would be waived.) This assumes that a tax program based on the "revenue generated" model would replace the current structure.

7. Evidence presented during hearings for the proposed abandonment of CP Rail's Boundary Subdivision, as well as for their branch line between Midway and Penticton and their line between the Okanagan and Spence's Bridge, indicated that, through unfavourable freight rates, CP Rail may have intentionally discouraged industry's use of the lines. This may have been facilitated by Canadian Pacific operating both a truck freight company and a railway.

   In light of these indications arising from the public submissions, it is recommended that the provincial government review all of the hearing transcripts for the two abandonment applications in an attempt to

substantiate this assessment. In addition, the Province should monitor, within a similar framework, subsequent abandonment applications for rail lines in southern British Columbia. If the evidence subsequently indicates that CP Rail has reduced the cost-effectiveness of its rail lines to justify their abandonment proposals, the Province should make formal application to the federal government for compensation to offset the anticipated cumulative costs for the resultant required highway improvements.

4.5 INLAND FERRY TRANSPORTATION

The ferries operating in Region #4 are the Glade Ferry between Glade and Highway 3A, the Harrop Ferry on the West Arm of the Kootenay Lake, the Kootenay Lake Ferry at Balfour, the Arrow Park Ferry and the Needles/Fauquier ferry.

Submissions were presented on the Arrow Park Ferry and the Needles/Fauquier Ferry and on the service formerly provided between Castlegar and Robson during the 1989 public hearings.

Thirty kilometres south of Nakusp is the Arrow Park Cable Ferry that runs between West and East Arrow Park. It serves industrial users and some residents year-round and tourists during the summer season. Passenger counts during the 1986/87 provincial fiscal year totalled 20,000, while 18,000 vehicles used this ferry during the same period. A logging road provides an alternative route. In a reference made to this route by an industrial user it was suggested that a bridge be constructed to replace the existing ferry service (Submission No. CA/89/070).

The Needles/Fauquier Ferry serves about 700 people from the communities of Edgewood and Fauquier and provides a link for Highway 6 to the Okanagan. Alternative routes involve an eight to ten hour drive. Over seven hundred vehicles travel on the Needles ferry daily during peak season. This ferry carried 266,613 passengers and 151,000 vehicles in 1986/87.

Because there is no viable alternative route the Needles Ferry is considered part of the provincial highways network. Delays caused by high traffic volumes could be addressed by the replacement of the existing ferry with a cable ferry.

The Arrow Park ferry and the Needles ferry both serve populations and industry on either side of the Arrow Lakes and are located within 35 kilometres of each other. Although submissions on the ferry services originated from the Village of Silverton and one corporation only, following the public hearings residents and industrial users of the Arrow Lakes ferries began asking that the Province investigate replacing these services with a bridge that could serve the east-west populations as well as industry.

This proposal would require a detailed investigation as the location of such a fixed link has not yet been identified. Resulting traffic patterns and their impact on surrounding communities would be an important determinant.

RECOMMENDATION

1. That the feasibility of constructing a fixed link across the Arrow Lakes to replace the Needles and Arrow Park ferries be investigated during the next five years.

4.6 TRANSIT

There were four submissions referring to Transit that were considered by the Task Force during the "Freedom to Move" program.

A request was received from a Silverton resident asking that a transit service be provided between Nelson and Nakusp.

Two submissions suggested that a Trail-Castlegar service be provided while the City of Nelson asked that a regular bus service be provided for the Nelson to Balfour route, the Nelson to Selkirk College route and that a service be provided linking Nelson with Castlegar and Trail.

A feasibility study on a transit system between Nelson and Balfour is currently being funded by the Regional District of Central Kootenay and B.C. Transit.

The New Denver and Area Home Health Care Society at New Denver requested funding for out-of-town transportation for the elderly and immobile residents of Hills, Roseberry, New Denver and Silverton. Funding transportation costs for the elderly or immobile has traditionally fallen under the jurisdiction of the Ministry of Social Services and Housing. The Society implies that additional requests for funding have been submitted to various government agencies.

The City of Nelson also requested improved para-transit services that would allow disabled persons transportation to their places of employment.

The issue of transit for the disabled was also raised in a submission from the Canadian Institute for the Blind. The Institute requests installation of "orientation mechanisms" for the blind at transportation terminals.

Currently, costs for transit services are arranged through the Small Community Systems program. While most communities across the Province share funding with B.C. Transit and passengers, the Nelson service is government operated.

It costs the Regional District of Central Kootenay and B.C. Transit $6.20 a ride in the central portion of the Region.

In the greater Trail area, costs run at $3.91 a ride while in Nelson the cost is $2.23 per ride.

Each new transit system begins with a feasibility study that is jointly funded by the local government and B.C. Transit. B.C. Transit carries out the study and criteria for providing a service include ridership, cost, travel demands and transportation alternatives.

Para-transit services are also offered through the Transit Program. The system operates as a result of volunteer services, non-profit agencies and private sector contributions.

Para-transit systems are located at Cranbrook, in the Regional District of Central Kootenay and at Kimberley.

Cost per ride in the Regional District of Central Kootenay is $9.50 while in the eastern portion of the Kootenay Region the cost ranges between $6 and $8.

5.0 POLICY INITIATIVES

In addition to the specific transportation projects which have been identified in earlier chapters, the Regional Transportation Task Force also reviewed a wide range of related policy issues. These initiatives are discussed and associated recommendations are presented in the following chapter.

1. INITIATIVE IDENTIFICATION: 4P/01

2. INITIATIVE TITLE: Signage Policy

3. DEVELOPMENT REGION: Region #4

4. HIGHWAY REGION/DISTRICT: Nelson Regional Office

5. PROBLEM/OPPORTUNITY:
Businesses, primarily in rural communities, are being adversely affected by the recently imposed signage policy.

6. PROPOSED INITIATIVE:
The Transportation Task Force for Region #4 recommends that modifications to the signage policy be delayed until the current "Service and Attraction" program is tried in communities across the Province. If the dissatisfaction toward the signage policy continues, this Task Force recommends that the public be invited to submit its own recommendations for the modification of the policy.

7. RELATIONSHIP TO EXISTING PROGRAMS/LEGISLATION:
The "Service and Attraction Sign Program" was announced in January 1989, by the Minister of Transportation and Highways, the Honourable Neil Vant. In April and May of 1989 public meetings were held with tourist-related industries throughout the Province to discuss the new policy.

8. PRINCIPAL BENEFITS OF INITIATIVE:
The signage policy will disallow random highway road signs which were of concern to the public.

9. RELATIONSHIP TO OTHER PROJECTS:
There is still the outstanding issue of private property signage which won't be addressed by this new policy.

10. LINK OF INITIATIVE TO OVERALL TRANSPORTATION PLAN:
Resolving the problem of the highways' right-of-way signage by providing a Province-wide policy should "tidy-up" provincial road-sides.

1. INITIATIVE IDENTIFICATION: 4P/02

2. INITIATIVE TITLE: Customs/Border Crossing Hours

3. DEVELOPMENT REGION: Region #4

4. HIGHWAY REGION/DISTRICT: Nelson Regional Office

5. PROBLEM/OPPORTUNITY:
Customs office hours along the American/Canadian border are too short.

6. PROPOSED INITIATIVE:
The Transportation Task Force recommends the hours of the Midway border crossing be extended and that one border crossing between Midway and Kingsgate be open 24 hours a day.

7. RELATIONSHIP TO EXISTING PROGRAMS/LEGISLATION:
There are ten border crossings between Midway and Alberta. West to east they are:

1. Midway
   Hours: Daily, 9 a.m. - 5 p.m.

2. Carson (Grand Forks)
   Hours: Daily, 8 a.m. - midnight

3. Cascade
   Hours: Daily, 8 a.m. - midnight

4. Waneta
   Hours: Daily, 9 a.m. - 5 p.m.

5. Patterson
   Hours: Daily, 8 a.m. - midnight

6. Nelway
   Hours: Daily, 8 a.m. - midnight

7. Rykerts
   Hours: Daily, October - April 8 a.m. - midnight
   April - October 7 a.m. - 11 p.m.

8. Kingsgate
   Hours: Daily, 24 hours

9. Roosville
   Hours: Daily, 24 hours

10. Flathead (This is a logging road.)
    Hours: Daily, June - October 9 a.m. - 5 p.m.

8. PRINCIPAL BENEFITS OF INITIATIVE:
Commercial vehicles won't be delayed at border crossings. (Submissions requesting extended hours of border crossings included Pope and Talbot Ltd. (Submission No. GF/89/005) at Grand Forks and the Interior Lumber Manufacturers' Association (Submission No. M/89/139).)

9. RELATIONSHIP TO OTHER PROPOSED OR EXISTING PROJECTS:
Of the ten crossings between Midway and Alberta, seven have longer hours than Midway.

10. LINK OF INITIATIVE TO OVERALL TRANSPORTATION PLAN:
The Task Force of Region #4, in devising a long-term plan for Region #4, has considered aspects of economic development in the Region in terms of:

a) its encouragement;
b) the elimination of its common hindrances.

1. INITIATIVE IDENTIFICATION: 4P/03

2. INITIATIVE TITLE: Winter Sanding Materials

3. DEVELOPMENT REGION: Region #4

4. HIGHWAY REGION/DISTRICT: Nelson Regional Office

5. PROBLEM/OPPORTUNITY:
Winter abrasives used to sand highways are causing damage to windshields due to size of "sand" used.

6. PROPOSED INITIATIVE:
Regulation-size winter abrasives used on winter roads should be enforced.

7. RELATIONSHIP TO EXISTING PROGRAMS/LEGISLATION:
Maximum particle size of winter abrasive is 9.5 mm for freeways and as large as 19 mm for Class D gravel highways. Regulation size winter abrasives consist of crushed gravel that is anywhere from 3/8" to 1/2" in size.

8. PRINCIPAL BENEFITS OF INITIATIVE:
Safety.

9. RELATIONSHIP TO OTHER PROPOSED/EXISTING PROJECTS:
The issue of winter sanding is currently under review by the Ministry of Transportation and Highways due to the recent privatization of winter maintenance operations.

10. LINK OF INITIATIVE TO OVERALL TRANSPORTATION PLAN:
Safety would be improved for both vehicles and pedestrians in Region #4.

1. INITIATIVE IDENTIFICATION: 4P/04

2. INITIATIVE TITLE: Truck length restrictions

3. DEVELOPMENT REGION: Region #4

4. HIGHWAY REGION/DISTRICT: Nelson Regional Office

5. PROBLEM/OPPORTUNITY:
Truck length restrictions in British Columbia prohibit inter-provincial or international long-loads hauling into British Columbia.

6. PROPOSED INITIATIVE:
This Task Force recommends that the policy on truck lengths be reviewed in order that leniency on restricted route permits be granted to British Columbia licensed inter-provincial or international haulers.

7. RELATIONSHIP TO EXISTING PROGRAMS/LEGISLATION:
A truck tractor semi-trailer unit is allowed 23 metres under regulations outlined by the Road and Transportation Association of Canada. This regulation was adopted in British Columbia in September 1988, order to comply with regulations as set out by the three other western provinces. Because it provides for an increase in axle placements, this regulation helps to reduce highway deterioration. At the same time, it will involve the construction of longer decks at highway weight scales because of the spread between axles. A single unit is allowed 12.5 metres.

8. PRINCIPAL BENEFITS OF INITIATIVE:
Forest operations, specifically chip haulers at Galloway Lumber (Submission No. Crk./89/108) in Region #4, could operate between Missoula, Montana on Highway 93 hauling chips in large capacity chip trucks. The submission explains that chip revenues are being absorbed by high transportation costs. In addition, Byers Transport (Submission No.Sp/89/125) of Sparwood is required, by B.C. law, to split its units in half at the Alberta/British Columbia

border and make two trips to Sparwood. Leniency on length restrictions would improve the economic potential that could be enjoyed by these haulers and manufacturers.

9. RELATIONSHIP TO OTHER PROPOSED/EXISTING LEGISLATION: Permitted truck lengths in the United States and in Alberta are longer than in British Columbia.

10. LINK OF INITIATIVE TO OVERALL TRANSPORTATION PLAN: There were submissions from both sides on this issue. Truckers asked for leniency on length restrictions while municipalities and some resident submissions noted that truck lengths are dangerously long.

1. INITIATIVE IDENTIFICATION: 4P/05

2. INITIATIVE TITLE: Load restrictions

3. DEVELOPMENT REGION: Region #4

4. HIGHWAY REGION/DISTRICT: Nelson Regional Office

5. PROBLEM/OPPORTUNITY:
Annual load restrictions prohibit trucks from hauling during certain periods of the year, namely during spring break-up.

6. PROPOSED INITIATIVE:
The Transportation Task Force recommends that the duration of the annually imposed road closures to overweight vehicles be reviewed. It also recommends that the Ministry of Transportation and Highways review the possibility of allowing interim weight restrictions on high-volume truck routes.

7. RELATIONSHIP TO EXISTING PROGRAMS/LEGISLATION:
Load restrictions are placed on highways in the Kootenay Region during "spring break-up". Areas where these restrictions are imposed are:

Kootenay Boundary District
- Highway 3: Christina Creek Bridge/Christina Lake
- Spraggett Road
- Almond Gardens Road
- Hughes Road
- Como Road
- Jasper Road
- Carson Road
- Myncaster Road
- Rock Creek to Bridesville Road
- Phoenix Road
- Christian Valley Road

Central Kootenay District
- 3A Castlegar-Nelson-Creston
- 6 Nelson-Salmo-Vernon-Slocan
- 23 Nakusp-Mica Creek
- 31 Balfour-Kaslo-Marblehead

21 Creston-U.S. Border
11 Giffen
241 Sandon-Three Forks
833 Short Road
67 Creston-Erickson
344 Tooze
236 Hwy 3 to W. Creston Rd.
272 West Creston
72 Kootenay River
276 Reclamation
369 Hwy 3A to Winlaw Rd.
96 Elsie Holmes
7 Hwy 3 - Wenger Road
65 Crawford Creek Rd.
31 Marblehead to Gerrard

8. PRINCIPAL BENEFITS OF INITIATIVE:
Mainly forestry trucks would be able to offer more competitive rates for hauling loads to destinations within and beyond provincial boundaries if hauling route restrictions were reduced. Both the Nohel's Group (Submission No.SP/89/124) and the Interior Lumber Manufacturers' Association (Submission No. M/89/139) referred to lost revenues as a result of road closures.

9. RELATIONSHIP TO OTHER PROPOSED/EXISTING PROJECTS:
N/A

10. LINK OF INITIATIVE TO OVERALL TRANSPORTATION PLAN:
Reducing duration of road closures to heavy trucks would assist in reducing revenue losses to the trucking industry.

1. INITIATIVE IDENTIFICATION: 4P/06:A

2. INITIATIVE TITLE: Environmental Policy

3. DEVELOPMENT REGION: Region #4

4. HIGHWAYS REGION/DISTRICT: Nelson Regional Office

5. PROBLEM/OPPORTUNITY:
Methods used in resource road/highway construction cause environmental damage.

6. PROPOSED INITIATIVE:
The Transportation Task Force recommends that the Ministry of Environment be invited to play a greater part in an advisory capacity when the construction of new roads is planned.

7. RELATIONSHIP TO EXISTING PROGRAMS/LEGISLATION:
The Ministry of Environment is invited to comment on all new road developments. However, it has no further authority in the event it disagrees with resource road construction.

Resource road construction in the Slocan Valley was criticized by presenters because of its impact on water sources, wildlife and wilderness recreation values.

8. PRINCIPAL BENEFITS OF INITIATIVE:
There would be long-term economic benefits from multiple-use policies if wilderness/rural areas were protected from poor construction techniques.

9. RELATIONSHIP TO OTHER PROPOSED/EXISTING PROJECTS:
The Task Force has asked for a feasibility study on the Jumbo Pass construction and Highway 43 connection. Both of these projects would require input from the Ministry of Environment before any construction could take place.

10. LINK OF INITIATIVE TO OVERALL TRANSPORTATION PLAN:
A consistent environmental protection policy would allow the development of a secure wildlife recreation tourist strategy/resource extraction industry to flourish without impairing transportation developments.

1. **INITIATIVE IDENTIFICATION: 4P/06:B**

2. INITIATIVE TITLE: Environmental Policy

3. DEVELOPMENT REGION: Region #4

4. HIGHWAY REGION/DISTRICT: Nelson Regional Office

5. PROBLEM/OPPORTUNITY:
Too many resource roads are being built throughout the Kootenay Region.

6. PROPOSED INITIATIVE:
The Task Force recommends the provincial government make it mandatory for the Ministries of Environment, Energy, Mines and Petroleum Resources and Forests to co-operate in access planning and that additional resources be provided for public consultation.

7. RELATIONSHIP TO EXISTING PROGRAMS:
Resource roads are built when access to natural resources is required. Policy on road access should be based on the concept of multiple use of the land base. Resource roads, once built and used to access natural resources are left, maintained or "put-to-bed". Reforestation regulations suggest that most resource roads are used for up to five years following completion of logging. "Putting-a-road-to-bed" is costly but must be part of the access management planning process.

8. PRINCIPAL BENEFITS OF INITIATIVE:
There would be benefits of a multiple-use as opposed to a single-use economy.

9. RELATIONSHIP TO OTHER PROPOSED/EXISTING PROJECTS:
The question of resource road policy is currently included in the review being undertaken by the Strangway Committee, (the Strangway Committee was recently established by Ministers Veitch and Strachan to provide an assessment of the Brundtland Report on World Environment in relation to land-use policies in British Columbia).

4P/06:B (Cont'd.)

10. LINK OF INITIATIVE TO OVERALL TRANSPORTATION PLAN: This initiative would impact the the resource road proposals in the Transportation Plan of Region #4.

1. **INITIATIVE IDENTIFICATION: 4P/07**

2. INITIATIVE TITLE: Bicycle Paths

3. DEVELOPMENT REGION: Region #4

4. HIGHWAY REGION/DISTRICT: Nelson Regional Office

5. PROBLEM/OPPORTUNITY:
There is limited allowance for cyclists on highways in Region #4.

6. PROPOSED INITIATIVE:
The Transportation Task Force recommends that shoulders be widened to accommodate bicycles when highways are being either built or upgraded.

7. RELATIONSHIP TO EXISTING PROGRAM/LEGISLATION:
Paved shoulder widths on arterial roads are normally 1.8 metres wide. This is not a regulation width and such allowances are not provided on every highways project.

8. PRINCIPAL BENEFITS OF INITIATIVE:
A tourism strategy could be developed with the addition of bike paths throughout major highway routes in the Kootenay.

9. RELATIONSHIP TO OTHER PROPOSED/EXISTING PROJECTS:
The Transportation Plan for Region #4 involves the improvement of several highway systems in the Kootenay Region. A policy providing for additional shoulder widths for bike paths could be included in conjunction with the transportation program.

10. LINK OF INITIATIVE TO OVERALL TRANSPORTATION PLAN:
The overall transportation plan for the Kootenay Region could be more aesthetically pleasing with the provision of cycling facilities that would encourage tourism strategies.

1. INITIATIVE IDENTIFICATION: 4P/08

2. INITIATIVE TITLE: Rest Areas

3. DEVELOPMENT REGION: Region #4

4. HIGHWAY REGION/DISTRICT: Nelson Regional Office

5. PROBLEM/OPPORTUNITY:
Highways in the Kootenay Region require more rest stops.

6. PROPOSED INITIATIVE:
The Transportation Task Force recommends that rest stops be included in the Kootenay long-term transportation plan so that they are at 60 km intervals along Highway 3 and 100 km intervals on other numbered highways included in the strategic transportation plan.

7. RELATIONSHIP TO EXISTING PROGRAMS/LEGISLATION:
As a general rest area policy, some kind of facility is encouraged every 50-60 km. Sites are selected on the basis of accessability, size, natural beauty and availability of power, water and sewage disposal.

Sites developed before power and sewage disposal systems are either being left unimproved or removed and replaced at locations where services can be supplied.

Class 1 Highways: Over 10,000 vehicles daily. Rest area has buildings with flush toilets, paved parking, lighting and possibly sani-station facilities and tourist information.

Class 2 Highways: 5-10,000 vehicles daily. Rest area should have flush toilets in small water closets, paved parking and other amenities.

Class 3 Highways: 1-5,000 vehicles daily. Rest area should have pit/chemical toilets.

Of a total of 159 rest areas in the Province, 15 are of the Class 1 standard and have furnished, modern restrooms, travel information, telephones, drinking fountains, picnic facilities and three have sani-stations.

8. PRINCIPAL BENEFITS OF THE INITIATIVE:
The travelling public would benefit by rest areas but most specifically, heavy truck operators are able to stop, relax and even sleep on the roadside.

9. RELATIONSHIP TO OTHER PROPOSED/EXISTING PROJECTS:
Rest areas could be incorporated into the upgrading plan for Highway 3 as submitted to the Minister in July, 1989.

10. LINK OF INITIATIVE TO OVERALL TRANSPORTATION PLAN:
The addition of rest stops would improve the aesthetic appeal of Region #4.

1. INITIATIVE IDENTIFICATION: 4P/09

2. INITIATIVE TITLE: Speed limit at Sparwood

3. DEVELOPMENT REGION: Region #4

4. HIGHWAY REGION/DISTRICT: Cranbrook District Office

5. PROBLEM/OPPORTUNITY:
Too high a speed limit on the outskirts of Sparwood is causing accidents.

6. PROPOSED INITIATIVE:
Reduce speed limit to 70 kph from the "Welcome to Sparwood" sign west of Sparwood to Sparwood centre.

7. RELATIONSHIP TO EXISTING PROGRAMS/LEGISLATION:
A 70 kph limit extends beyond Sparwood but not far enough.

8. PRINCIPAL BENEFITS OF INITIATIVE:
Safety.

9. RELATIONSHIP TO OTHER PROPOSED/EXISTING PROJECTS:
N/A

10. LINK OF INITATIVE TO OVERALL TRANSPORTATION PLAN:
The aspect of safety has been an important one in the review process of 1989.

1. INITIATIVE IDENTIFICATION: 4P/10

2. INITIATIVE TITLE: Transportation Aids for the Blind

3. DEVELOPMENT REGION: Region #4

4. HIGHWAY REGION/DISTRICT: Nelson Regional Office

5. PROBLEM/OPPORTUNITY:
The visually impaired have difficulty receiving directional information while in transit.

6. PROPOSED INITIATIVE:
The Transportation Task Force recommends that orientation mechanisms for the blind be considered for ferry terminals and airport terminals in order to assist both the visually impaired and the elderly.

7. RELATIONSHIP TO EXISTING PROGRAMS/LEGISLATION:
The Airlines are particularly mindful of the problems experienced by the visually impaired. The model transportation terminal in the Province of British Columbia is the Prince George Airport. The Canadian Institute for the Blind reports (Submission No. M/89/138) that the airport at Prince George is bright, signage colours have contrast and even washroom facilities have improved identification markings.

8. PRINCIPAL BENEFITS OF THE INITIATIVE:
Both the visually impaired and the elderly community would benefit by improved informational systems at terminals.

9. RELATIONSHIP TO PROPOSED/EXISTING PROJECTS:
Improvements to signage at the Castlegar and Cranbrook terminals would help the general travelling community. These improvements could be incorporated into any future plan for modifications at these two terminals.

10. LINK OF INITIATIVE TO OVERALL TRANSPORTATION PLAN:
The "Freedom to Move" transportation plan includes consideration of all the travelling public.

1. INITIATIVE IDENTIFICATION: 4P/11

2. INITIATIVE TITLE: Chemical de-icing products

3. DEVELOPMENT REGION: Region #4

4. HIGHWAYS REGION/DISTRICT: Nelson Regional Office

5. PROBLEM/OPPORTUNITY:
De-icing salts are alleged to cause environmental damage.

6. PROPOSED INITIATIVE:
The Task Force recommends that the current use and possible overuse of road salts be reviewed by the Ministry of Transportation and Highways and that notice to the public be given in areas where they are used.

7. RELATIONSHIP TO EXISTING PROGRAMS/LEGISLATION:
Three types of road winterizing is provided by privately-operated maintenance crews.

a) Sodium chloride (rock salt) is used when temperatures are expected to drop down to freezing levels.

b) Calcium chloride is used when ice has already formed. It generates heat on contact with ice. It contains electrolytes which act to corrode vehicle metals. It is not used in environmentally sensitive areas (i.e., the Okanagan Valley where fruit growing is predominant) and is used when the general safety of the travelling public is severely impaired.

c) Sand or winter abrasives are used when temperatures are below -10c.

The Highways Regional Director at each office throughout the Province is responsible for the use and control of salt on provincial highways.

8. PRINCIPAL BENEFIT OF INITIATIVE:
Vehicle damage and possible environmental damage could be reduced if the use of calcium chloride was reduced.

6.0 CONCLUSION

The availability of reliable air access, rail and marine services as well as an efficient highway network in the Kootenay Region are all major factors which influence the Region's economy. The Transportation Plan presents a comprehensive series of recommendations for the enhancement of the transportation infrastructure in the Kootenay Development Region.

Forest products, mineral resources, agricultural and manufactured goods are exported daily from the Kootenay via the regional transportation network. In addition, an increasing volume of tourist traffic flows through the Region regularly. The long-term strategy for network improvements addressed in this plan will result in significant benefits to the entire regional community.

As evidenced by the Task Force's priority requirements, Highway 3 is the major focus for recommended highway improvements. The required projects for this highway extend across the Region and reflect the importance of the Crowsnest corridor as a vital transportation link with the rest of the Province, as well as with Alberta and the States of Washington, Idaho and Montana. Improvements to Highway 3 will become increasingly vital if rail lines are abandoned and as the impacts of the Free Trade Agreement materialize.

The plan includes recommendations for improvements to urban highway routes throughout the Region which the Task Force recognizes as important centres from which economic activities are generated.

Industrial traffic on routes which involve the use of the inland ferry system require a cost-effective transportation system. This is especially critical to the resource and manufacturing industries which are major contributors to the regional economy.

A reliable 24-hour air-service link with Vancouver from the western portion of the Kootenay will be an important factor in the continued development of its business community.

This Regional Transportation Plan is seen as the first in a series of ongoing reviews that will attempt to reflect the views and objectives of residents in the Kootenay Development Region.

7.0 APPENDIX

LIST OF SUBMISSIONS RECEIVED

The following is a list of submissions received by the Transportation Task Force during its review of the transportation network of the Kootenay Development Region.

Each submission has been issued a reference number and the contents, summarized. File numbers reflect the year which the submission was presented to the Task Force and the community from which it originated.

GRAND FORKS

GF/89/001
The Corporation of the City of Grand Forks
Highway 3: Highway 33: Grand Forks airport
Land revert to the Crown in the event it is abandoned.
Border Crossing Hours.
Cascade Laurier boundary should be open for 24 hours.

GF/89/002
Grand Forks Chamber of Commerce
Grand Forks Airport
Chamber is requesting over $2M worth of improvements to the airport.

GF/89/003
The Corporation of the City of Grand Forks
Letter to the Honourable Benoit Bouchard

GF/89/004
Regional District of Kootenay Boundary
Highway 3: Grand Forks Airport
Rest stops and bicycle paths along the roads.
Rail line should be retained for future passenger rail.

GF/89/005
Pope and Talbot Ltd.
Highway 3 and 33: Grand Forks Airport
30,000 logging trucks travel 3 and 33 annually.
95% of lumber shipments go by rail. Operation is only viable if rail service is available.
Customs hours extended at Midway.

GF/89/006
Corporation of the City of Greenwood
Highway 33: Highway 3: Grand Forks Airport

GF/88/007
Corporation of the Village of Midway
Highway 3: Highway 33

GF/89/008
Corporation of the Village of Midway
Highway 3: Highway 33: Christian Valley Road
Support Grand Forks' application for funding.
Since the NTA refused abandonment of this line, CP Rail's rates are less competitive.
Customs offices should have longer hours.

GF/89/009
Bob Hamersley
Midway CP Rail line
Only "one train has gone on the line since the abandonment hearings"...CP Rail's taxes on rail right of way have increased by 300%. Why didn't CP Rail complain?

GF/V89/010
West Kootenay Power Ltd.
Highway 3

GF/V89/011
Regional District of Kootenay Boundary
Highway 33: Highway 33 and 3 junction

GF/V89/012
Peter Abrosimoff
Highway 3
Should get federal funding for three laning from Grand Forks to Castlegar as a result of rail abandonment

NELSON

N/89/013
The Corporation of the City of Nelson
Regular bus service between Balfour and Nelson. Bus Service between Nelson and Selkirk College in Castlegar. Nelson-Castlegar/Trail bus service. Transit for disabled

N/88/014
Nelson & Area Economic Development Commission
Jumbo Pass
New link to west Kootenays with Alberta would bring area major economic benefit.

N/88/015
Regional District of Central Kootenay
Highway 3

N/88/016
Regional District of Central Kootenay
Regional Sub-Station Refuse Division would like to secure Yahk Airport property to use for refuse disposal.

N/88/017
Nelson and District Chamber of Commerce
Jumbo Pass
Summer access road. Supports Lightfoot's letter.

N/88/018
Norman Stibbs Airport
Norman Stibbs Airport, Nelson
Requires drainage; runway needs reconstructing; new taxiway.

N/88/019
Inland Natural Gas
Jumbo Pass
Short-term route in form of summer access road.
1988
Building the Jumbo Pass is a 1/3 of the cost of upgrading 10 miles on Hwy. #1.

SLOCAN

SL/V89/020
Andy Shadrack
Highway 31
Environmental concern on how to build a highway.

SL/V89/021
Tony Frary
Bed and Breakfast signage.
Recommends American funding formula on regional allotment of funds.
Lardeau road needs paving.

SL/V89/022
Dennis Stanley
Highway 6

SL/V89/025
Village of Silverton
Highway 6 from Highway 3 to Vernon: A north/south road along the Arrow Lakes: Bridge at Fauquier to Needles
Jumbo Pass: Nakusp Air Strip

SL/88/026
Larry Greenlaw
Slocan Bluffs: Highway 31: Trout Lake to Galena Bay:
Jumbo Pass

SL/88/027
The Jumbo Pass Committee
Jumbo Pass
A 10 mile road would connnect Clacier Creek in the west with Jumbo Creek in the East. A seasonal route would be sufficient.

SL/V89/028
Gary Wright
Jumbo Pass

SL/89/029
Corporation of the Village of New Denver
Jumbo Pass
Kelowna is closer to Calgary by road than Nelson.

SL/89/030
Corporation of the Village of Kaslo
Jumbo Pass
Connect from Invermere to the Mineral King Road, Toby Creek. Current mileage from Calgary is 418 miles. Jumbo Pass would reduce it to 250 miles.
Eliminate ferry. Provide circular tours.

SL/88/031
Village of Nakusp
Drainage and widen taxiway.
(Estimated cost is $576,000)

SL/89/033
Colleen Bowman
Brundtland Commission's report on World Environment and economy.

SL/88/034
B.J. Carney
Highway 6 (Slocan Bluffs, primarily)
When rail service phases out trucks will be using the road more extensively. Trucks should be allowed to haul same loads as Hwy. 1.

SL/89/035
Corporation of the Village of Slocan
Highway 6

SL/89/036
New Denver and Area Home Health Care Society
Increase Transit services for Hills, Roseberry, New Denver and Silverton.

SL/89/037
Mrs. Phyllis Ott
A twice a week bus service to Nelson.

SL/88/039
Nakusp Community Services
Cape Horn Bluffs

SL/88/040
G.W. Toop
Cape Horn Bluffs

SL/88/041
Questar
Cape Horn Bluffs
Improvements would be great for the company.

SL/88/042
Slocan Bluffs

SL/88/043
Mrs. P. Ott
Cape Horn Bluffs

SL/88/044
C.H.Berry
Cape Horn Bluffs

SL/88/045
Nakusp Community Services Assocation
Cape Horn Bluffs

SL/88/046
Village of Nakusp
Cape Horn Bluffs
North/South traffic movement is impaired by condition of bluffs.

SL/88/047
Slocan Valley Women's Institute
Slocan Bluffs

SL/88/048
W.B. Cuthill
Central Kootenay Regional District
Slocan Bluffs

SL/88/049
Village of Slocan
Slocan Bluffs

SL/88/050
Arrow Lakes Hospital
Slocan Bluffs: New Denver, Monashee Highway, Trail Mine Hill, Nakusp, Kaslo to Nelson Highway: Bicycle paths

SL/88/051
New Denver Municipality
Slocan Bluffs

SL/88/052
The Corporation of the Village of Silverton
Slocan Bluffs
Possible abandonment by CP Rail will put greater pressure on the use of the bluffs by heavy traffic.

SL/88/053
Sr. Citizen's Branch 86
Slocan Bluffs

SL/88/054
The Slocan Community Hospital and Health Care Centre
Slocan Bluffs
Health services depend on access to Nelson from New Denver, Silverton, Hill and Slocan.

SL/88/055
C. Porter
Slocan Bluffs
Economic Development will be enhanced by their repair.

SL/88/056
Nakusp and District Chamber of Commerce
Cape Horn Bluffs
Environmental spills could happen more easily at this section of road.

SL/88/057
New Denver, Silverton
Slocan Electoral Area H
Slocan Bluffs

SL/89/058
The Jumbo Pass Association
Jumbo Pass
Consider construction of Jumbo Pass as an alternate to the upgrading of Highway 3.

SL/89/059
F.W. Lightfoot
Jumbo Pass
Tourism, recreation, east/west travel.

KASLO

SL/89/023
Corporation of the Village of Kaslo
Highway 31

SL/88/024
Kaslo Chamber of Commerce
Highway 31

SL/88/032
Kaslo Airport
Kaslo Airport
Paving and fencing.

SL/89/060
Lardeau Valley Business Association
Highway 31
Requires upgrading between Gerrard and Trout Lake City.

CASTLEGAR

CA/89/061
Transportation Working Group
ByPass route for Castlegar
Celgar and Westar carrying hazardous good through Columbia Avenue, Castlegar. Highway 3, Kinnaird Bridge, Highway 3/22 need illumination. Access ramps at 3/22. Highway 3/22 interchange. Ferry signing and signalling on Columbia Ave.

CA/89/062
School District No. 9
Robson Ferry

CA/88/063
The City of Castlegar
Highway 23 (Fauquier to Castlegar)

CA/89/064
Harry F. Killough
Increased environmental hazard with increased number of trucks hauling chemicals. Highways would require upgrading as a result of increased truck traffic. Unemployment increases due to CP Rail layoffs. Allow BNR to lease railway lines in South Eastern B.C. Encourage CP Rail to operate as a viable railway.

CA/89/065
Chris D'Arcy, M.L.A. Rossland-Trail
Highway 22: West Trail Approach
Rossland Sheep Creek Road
Seven Mile Nelway Road
Champion Lakes Connector: Connect Highway 3 East of Robson
Castlegar ferry
Castlegar Bypass
Provide inter-urban transit system between Trail and Castlegar. Increase use of rail by shipper. Maintain CP Rail rail foot bridge.
Conduct a feasibility study on a Castlegar/Selkirk college pedestrian bridge.

CA/89/066
Terry Dalton, Barrister
Closure of the Robson Ferry.

CA/89/067
Terry Dalton, Barrister
Exactly a year since the ferry shut down.
Article in B.C. Coalition of Disabled on the closure.

CA/89/068
Robson Raspberry Ferry Users'
Ad Hoc Committee
Robson-Castlegar ferry
Gives a historical outline of the ferry system.

CA/88/069
Westar Timber
Highway 23 (Fauquier to Castlegar)

CA/89/070
Westar Timber
Arrow Lakes Ferry System
Requests bridge at Arrow and Needles.

CA/89/071
Celgar Pulp Company
Provide alternate transportation route to the sawmill, pulp mill and hydro dam in Castlegar.
Develop a North/South link between Castlegar and Hwy. 6.
Develop a new route to the East Kootenay through Jumbo Pass.

CA/89/072
Gerry Doeksen
B.C. Assessment Act is creating hardship on railway operation. "Track in Place" and "Property Values" are over assessed.
Taxes should be based on revenue generated.

CA/88/073
Castlegar and District Development Board
Highway 23
Arrow Lakes Development would open the corridor and commerce for the area's 40,000 population.

CA/89/074
Castlegar and District Development Board
Improved North/South routes.
Extension of Highway 23.
Scheduled service with Spokane.
MLS system for Castlegar.
Reinstate Robson Ferry.

CA/88/075
Scotties Marina Ltd.
Highway 23
Extension of 23 will open the Upper and Lower Arrow Lake to Okanagan Tourist traffic.

CA/88/076
Castlegar Chamber of Commerce
Support extension between Castlegar and Fauquier.

CA/89/077
Castlegar Chamber of Commerce
Access road into Champion Lakes Park from Highway 3.

CA/89/078
Castlegar Chamber of Commerce
Highway 3 and 33 intersection: Third crossing of the Columbia River: Oppose shut down of Robson ferry: Want alternate fixed crossing link: Extension of Hwy 23: Champion Lakes Road Access: Provide another road access to the park other than the access off Hwy. 3B: Open an access road off Hwy 3 between Castlegar and Salmo.

CA/89/079
Transportation Working Group
Copy of Memo to Mayor Moore
Figures on truck volumes in event no rail service serving pulpmill at Castlegar.

CA/V89/080
Dave Ballaback
Deer Park Road
Forestry resource road carries sub-highway standard vehicles which pose safety problem.

CA/V89/081
Leo Bosse
Fixed crossing would solve problem of Castlegar bypass, 98% of the trucks would no longer come through Castlegar.

CA/V89/082
Ken Wyllie
Robson Ferry
Assessment values have dropped in Robson Bridge to replace the ferry.

CA/V89/083
George Evins
Building a bridge
Increasing Traffic flow by improving route to Vernon

TRAIL

TR/88/084
Economic Development Commission
Highway 3: Highway 23 South & West Trail Approach

TR/88/085
Regional District of Kootenay Boundary
West Trail approach

TR/89/086
Corporation of the Village of Warfield
Highway 3B. Warfield school needs overpass for school children. Children make 800 crossings daily.

TR/89/087
Regional District of Kootenay Boundary
Highway 3: Highway 33: Johnstone Creek Hill
Runaway Lane above Rock Creek 3/33 Intersection

TR/89/088
F.E. DeVito
Pollution at reload centre in Trail. Heavy trucks through the town centre. Existing rail services could have moved ore. Heavy trucks deteriorate roads.

CRESTON

CRE/89/090
Town of Creston
Highway 3: 3/3A: 3/21 intersection alignment
Four lane Hillside St. in Creston from Crusher Road.

CRE/88/091
Creston Valley Airport
Creston Airport
Development plan. Tie Down installation. Terminal building.

CRE/89/092
Creston Chamber of Commerce
Highway 3
Resurface from Yahk east to the Moyie River Bridge. Right hand west bound exit off Hwy. 95 on to Hwy. 3. Cameron Point and realignment Highway 3/21 junction.
Highway 33
Opposes bypass.

CRE/88/093
Creston Chamber of Commerce
Highway 3 & 3/21
Traffic volumes are decreasing on Highway 3 through Creston. Fix four lanes through town centre instead of multi-million dollar bypass.

CRE/88/094
Creston Chamber of Commerce
Highway 3: Yahk to Moyie River Bridge: 3/95: Cameron Point Corner: 3/21: Double laning Creston/Salmo: Summit Creek and Avalanche Gate corners.

CRE/88/095
Creston Area Economic Development Committee
Highway 3

CRE/88/096
Creston Committee for the bypass
In favour of a bypass.

CRE/89/097
Creston Committee for the Bypass
S.R. Walker
April, 1989
In a poll, 340 out of 391 supported the construction of a bypass.

CRE/88/098
Regional District of Central Kootenay
Highway 3 is priority

CRE/89/099
Creston Valley Business Association
and Regional District of Central Kootenay Area B
Highway 3
No new construction until 3 is upgraded. Delay Creston bypass until studies.
Highway 33. Highways 3 and 21 intersection.
Highway 3 and 3A intersection.
Snowsheds in Creston/Salmo Pass.

CRE/V89/100
Kootenay Lake Chamber of Commerce
Opposed to Bypass
3A needs upgrading

CRE/V89/101
Chuck Truscott
Orchardist
Opposed to the bypass

CRE/V89/102
Creston Valley Business Association
Signage policy
Creston businesses are suffering because of new signage policy restrictions.

CRANBROOK

CRK/88/103
Cranbrook Chamber of Commerce
Highway 3: Opposed to Jumbo Pass: Opposed to Highway 43

CRK/88/104
Cranbrook Chamber of Commerce
Highway 3 requires attention: Opposed to Highway 43 extension

CRK/88/105
Regional District of East Kootenay
Highway 3
Opposes Jumbo Pass as an access road and requests that priority be given to No. 3.

CRK/88/106
Regional District of East Kootenay
Highway 3 upgrading: Opposed to Jumbo Pass route

CRK/89/107
M.P. Sid Parker
Lighting for Elk Valley Airport

CRK/89/108
Galloway Lumber Co. Ltd.
Increase length restrictions for B.C. trucks.

CRK/89/109
Regional District of East Kootenay
Hwy. 95
Fears expressed about the restriction of heavy truck traffic through Federal Parks. Elk Valley Airport lighting.

CRK/89/110
Stan Babich
Widen highways to allow bicycles. Provide wildlife crossings with raised roads. More litter deposit areas. Year round opening of rest stop at Kootenay Bridge.

CRK/88/111
City of Cranbrook
Highway 3: Moyie Bluffs: Fernie Elko Passing opportunities Cranbrook.
Realign 3 from 4th St. North to 3rd St. North. Direct road access from the north end of the Airport to Woods Corner. Opposes Hwy 43 & Signage.

CRK/89/112
East Kootenay Environmental Society
Depletion of fossil fuels, energy conservation and wilderness preservation. Comments on "too many resource roads into wilderness areas."

CRK/88/113
Cranbrook Airport
CRK/88/114
Regional District of East Kootenay and
East Kootenay Regional Hospital District
Elk Valley Airport

INVERMERE

I/88/115
Ministry of Forests
Jumbo Pass
Costly: Switchbacks required to reach the Alpine.

I/88/116
Invermere Airport
Requires runway lighting: Runway extension: Snow removal operation: Liability insurance.

I/89/117
Village of Invermere
Highway 95
Rumours persist that heavy trucks won't be allowed through Kootenay National Park due to road kills. Chabot asks that a recommendation be made that such restrictions won't be permitted.

I/89/118
Mrs. Margaret Thierbach
Regional District of East Kootenay
Highway 95 and Highway 93
Particularly Radium to Fairmont, requires four laning.

I/89/119
Ken Wilder
Fairmont/Panorama Airport: Toby Creek Road

I/89/120
Mr. David Forest
Fairmont/Panorama Airport

I/V89/139
Roy Millar
Regional District of East Kootenay
Toby Creek Road (Class 4)
Upgrade would allow hydro.

SPARWOOD

SP/88/121
District of Sparwood
Highway 3 Suicide Corner: Turning lanes at the intersection of Douglas Fir Rd and Hwy. 3:
South of Michel Bridge: An overpass at Olsen crossing.

SP/88/122
District of Sparwood
Highway 3: Highway 43 - Opposed

SP/89/123
District of Sparwood
Highway 3

SP/89/124
Nohels Group
Load limit restrictions should be lifted.
Moving loads after Thursday night should be allowed.

SP/89/125
Byers Transport Ltd.
Highway 3
As an interum measure to the construction of an overpass at Olsen Crossing, install flashing lights.

SP/89/126
Sparwood and District Chamber of Commerce
Sparwood speeds limit is too fast.

SP/88/127
Sparwood District Chamber of Commerce
Consider the Chamber of Commerce's submission in current review.

SP/89/128
Byron Creek Colliers
Highway 3

SP/89/129
B.C. Road Builders and Heavy Construction Association
Build more roads. Privatization is good. Public opinion of privatization is good.

SP/89/130
Crows Nest Resources
Highway 3 between Alberta border and Elko

ELKFORD

E/88/131
District of Elkford
Highway 43 extension be included in the Strategic Transportation Plan.

E/89/132
Highway 43 Association
Affirm presentation at hearing in April, 1989.

E/88/133
District of Elkford
Highway 43

E/89/134
Elkford and District Diagnostic and Treatment Centre
Elk Valley Airstrip

E/89/135
Fording Coal Ltd.
Load length restrictions are cumbersome. Need special permits leniency.

E/V89/136
District of Elkford
Highway 43
A copy of the recent Economic Survey was distributed at the Sparwood public hearing.

FERNIE

F/88/137
City of Fernie
Highway 3

MISCELLANEOUS

M/89/138
Canadian National Institute for the Blind
Orientation/directional information for blind in terminals.
Orientation assistance facilities.

M/89/139
Interior Lumber
Manufacturers' Association Submission
Highway 1: Highway 3

SL/89/038
The Corporation of the Village of Salmo
Council requests that the bluffs not be blasted but tunnelled instead.